

12 FEBRUARY 1954

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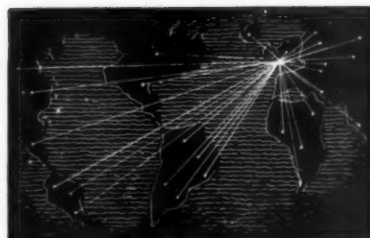
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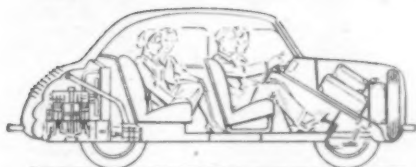
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Way Out Ahead



Yet more space!



Even more elbow and leg room for four passengers all within the wheelbase. Note the engine at rear—the most logical position for a car of this size.

Moving the battery to the rear and placing the spare wheel upright gives even greater room for luggage.



IN THE 1954 RENAULT 750

BIG-CAR COMFORT and reliability combined with small-car economy are features that have distinguished the Renault 750 from the start. Now there's even more elbow and leg room for the four passengers—the flat rear floor is retained—and there's more room for luggage. All within an 82½ ins. wheelbase, too!

With its petrol consumption of 50 m.p.g. and rapid acceleration ("Motor" Test: 0-50 m.p.h. in 24.8 seconds) the "750" gives a good account of itself both in and out of town traffic. For the family motorist, for the motorist who has to husband his resources, the Renault 750 is the soundest, the most obvious choice.

Far ahead in Technical Achievement

INDEPENDENT 4-WHEEL SUSPENSION
REMOVABLE WET LINERS
OVERHEAD VALVE ENGINE
ALUMINIUM CYLINDER HEAD

RENAULT 750

RENAULT LIMITED . WESTERN AVENUE . LONDON, W.3. Showrooms: 21 Pall Mall, S.W.1

HML Engineuity

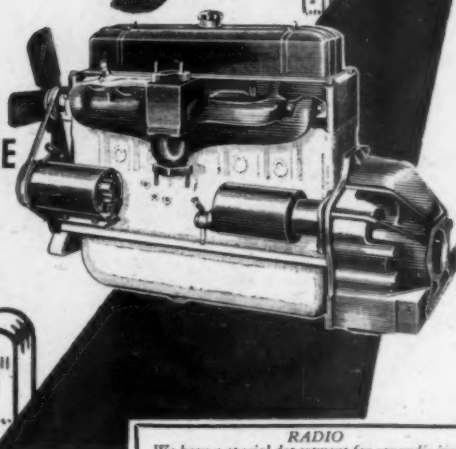
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Covers all models Vauxhall and Bedford. Your old engine taken in part exchange. We deliver the new engine first—you send the old one in afterwards. Exchange prices from as low as £35. Deferred terms available. May we send you a copy of our booklet?

HML Engineuity is the quality that has given HML rebuilt engines their outstanding reputation for performance and value. Millions of trouble-free miles have been built into HML rebuilds by HML Engineuity.

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BATTERY

CHARGER



—charges 2v, 6v, and 12 volts at 2 amp.

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.....Autocar, Feb. 12

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The Red Seal is the symbol which identifies the New Oldham. This exceptional battery has three unique features for long life, better service at no extra cost — FIBRAK INSULATION for increased power and longer life; X-METAL GRIDS for extra resistance to acid corrosion, and COLD-START plates for a split-second start in any weather. Only the New Oldham has this outstanding combination of features. Ask for the battery with the Red Seal and accept no other.

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Miles livelier!



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The Jackdaw — a first class adjustable wrench. Precision forged for accuracy, fine adjustment is made swiftly. Weight carefully balanced, making it a pleasure to handle.

Quality is degree of excellence or relative goodness, and can only fairly be measured by long acquaintance with all of a particular class.

CHROME Ref.	PARKERISED Ref.	SIZE	Max. Whit. Open- ing	Max. Open- ing	Weight of each in Carton
AA 04	AB 04	4	$\frac{1}{4}$	$\frac{1}{4}$.09
AA 06	AB 06	6	$\frac{3}{8}$	$\frac{3}{8}$.28
AA 08	AB 08	8	$\frac{1}{2}$	$\frac{1}{2}$.5
AA 10	AB 10	10	$\frac{3}{4}$	$\frac{3}{4}$.81
AA 12	AB 12	12	$\frac{7}{8}$	$\frac{7}{8}$	1.68
AA 15	AB 15	15	$1\frac{1}{8}$	$1\frac{1}{8}$	3.37
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SAVE THE
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PROTECT THE
ENGINE FROM
COLD AND FROST



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You can feel that your brakes are absolutely safe each time you use them, when you refit regularly with Lockheed Brake Shoe Replacements. They are completely made and tested by the manufacturers of the world's safest brakes, and are available without delay at all garages.

AUTOMOTIVE PRODUCTS COMPANY LIMITED LEAMINGTON SPA

Ford 1954 "ANGLIA" AND "PREFECT" OWNERS

HERE'S YOUR HEATER

DEFROSTER AND DEMISTER!

The new **K-L 54** is designed for just these models

Designed exclusively for your 1954 model! With defrosting and demisting equipment, the new K-L 54 will give you cosy motoring all the year round—though you'll be particularly glad of it now. It has exceptional heating capacity, and an adjustable illuminated rheostat switch for selecting the temperature you find most comfortable. Heating only or defrosting and heating. Because it is tailor-made for your car, the K-L 54 presents no installation difficulties. It fits in a central position, leaving maximum leg space and distributing warm air equally throughout the interior. Fresh air is heated by water from the engine, so there are no running costs. Yet the K-L 54 costs only £9.19.6 complete with demisting equipment and all accessories. See it at your garage right away!

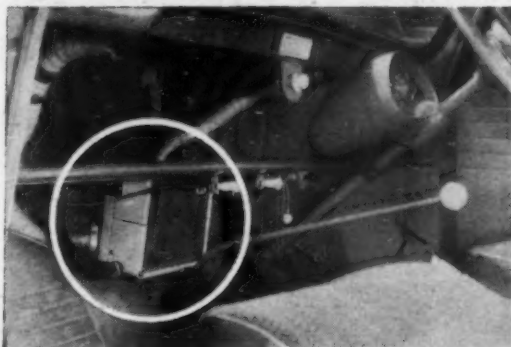
IF YOUR CAR IS NOT A 1954 ANGLIA OR PREFECT send for details of the K-L MONITOR heater, demister and defroster—the best on the market. **£8.19.6.** Models for all popular cars.

FOR THE NEW FORD POPULAR, a special "P" model of the MONITOR has been designed which costs **£9.9.0** (heater only) or **£9.19.6** including demisting equipment.

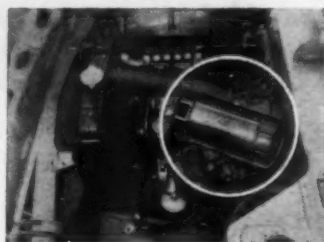
THE K-L EVENTEMP radiator roller blind is the most efficient obtainable. Models for all cars, from **£2.15.0** (Anglia, Prefect and Popular, **£3.0.0**).



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The new K-L 54 fitted snugly behind the gear lever in a 1954 Anglia. Note the convenient position which also ensures equal distribution of heated air.



Bird's-eye view of K-L 54 installation and water connection under the bonnet.

Write for illustrated leaflet No. 3, and see

why shrewd motorists choose K-L accessories.

For only 35/-

YOU CAN DEFEAT THE VALUE DESTROYERS
RUST · CORROSION · DETERIORATION



100%
WATERPROOF
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"VYNAL"
COVERS

Suitable for
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8 x 6ft. 6in. 19/6
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PREVENTION IS BETTER THAN CURE
This is doubly true with a Car. These splendid Vynal Covers will give **£88** worth of protection during the Winter months.

THE ORIGINAL HEAVYWEIGHT 6 THOU. "VYNAL" MATERIAL

100% WATERPROOF. TEAR-RESISTANT
Silver metallic colour, welded seams, reinforced eyelets. Maximum wear under all conditions. Not to be confused with lighter weight covers.

SUPER HEAVY QUALITY RUBBERISED COTTON WIGAM MATERIAL
8 x 6ft. 3in. 32/6 | 12 x 10ft. 72/6 | 15 x 12ft. 115/- | 18 x 12ft. 6in. 127/6
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FLASHING SIGNALATORS

For POSITIVE
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Note: Flashing Indicators were legalised by the Minister of Transport as from January 1, 1954.

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Flashing Signalators provide the modern way of indicating left and right turns. Instantly visible from all directions. SIGNALATORS will give you years of trouble-free service. They can be wired to operate from existing indicator switch. Fitting and wiring is perfectly simple.

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Two Amber Signalator Lamps (left and right front). Two Red Signalator Lamps (left and right rear). Two independent Flasher units (two independent Flashers ensure 100 per cent. efficiency). Indicator switch, Nuts, Bolts, Washers, and simple wiring diagram.

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COMPLETE

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★ Volunteers are committed only to 15 days training each year. This training is devoted mainly to operational practice with vehicles and to firing weapons.

The essence of the effort is to build up units with the right spirit so that they will be able to tackle any road transport job, immediately, should the need arise. The motor enthusiast is the type of volunteer needed.

In most cases any rank held in the Services at the end of the last war can be guaranteed to volunteers. There is good scope for promotion for Officers and NCOs. Full pay and allowances are, of course, paid for all training. Additionally there are very useful annual bounties according to the category of Reserve.

This is a serious and important job, but, done properly it is as satisfying as a good motor rally or trial. Write to OC HQ AER RASC, West Camp, CROWBOROUGH, Sussex for details. Motor Club Secretaries are particularly requested to contact HQ AER RASC.

† There are also all types of Petroleum units, Bakeries, Supply units, Air Despatch units, Fast Launch and Harbour Launch Coys, Fire Fighting units and Horse (Pack) Transport units, all needing volunteers.

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These efficient heaters keep your engine safe from freeze-ups during the coldest night... ready to start in a jiffy on the coldest morning. Low consumption and safety construction. **OBTAINABLE FROM MOST GOOD GARAGES & THE HALFORD CYCLE CO. LTD.**



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LONDON DEPOT: 95 PIMLICO ROAD, S.W.1

Are your number plates legal?

Extract from "Evening Gazette," Wednesday
Dec. 16, 1953.

Plates 'trap' for a city's motorists

THOUSANDS of motorists in Glasgow will face police prosecutions on and after April 1, 1954, if they do not change their motor car number plates.

Chief Constable Malcolm McCulloch, at a Glasgow Press conference today, that he was giving them three months' notice to make sure that their rear number plates conformed to the law. This states that the numbers must be visible from behind at night at a range of 60 feet.

The law regarding number plates—i.e. they must be readable from 60 feet by night—will be rigidly enforced during 1954. Glasgow is the first to act.

You will be safe with Hills FLEXWYT which comply in every respect with regulations.

The only Patented Number Plate, made under licence in France, Holland, South Africa, etc., etc.

FIT FLEXWYT NOW!—all leading Agents stock them.

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Here is a REAL LEATHER Key Label, bearing an elegant enamel-and-chromium medallion of any one of nineteen British Cars. Ask your garage, or write, direct . . . telling us the make of your car.

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Made to last, in best leather, with internal stiffener.

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No matter how greasy or grimy the job, D.P. (Dirty Paws) will get your hands clean in a few moments. Rub on dry hands, rinse under cold tap, and all dirt disappears leaving your hands clean and the skin supple. Absolutely non-gritty, and as it is also antiseptic D.P. may be used even when the skin is broken. A boon to engineers, motorists, gardeners and housewives.

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From Ironmongers, Chemists, Timothy Whites and Taylors, Halfords, and Boots the Chemists.

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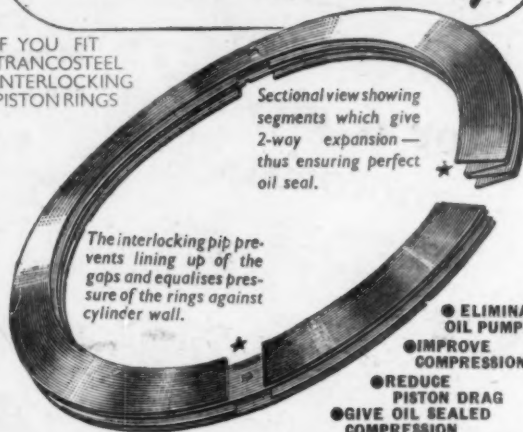
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36

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IF YOU FIT
TRANCOSTEEL
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Sectional view showing segments which give 2-way expansion — thus ensuring perfect oil seal.

The interlocking pip prevents lining up of the gaps and equalises pressure of the rings against cylinder wall.

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PISTON RINGS

Write for Descriptive Leaflet and name of Local Fitting Agent to
TRANCOSTEEL PISTON RINGS LTD., FARNBOROUGH, KENT

'Luxury Look' UPHOLSTERY COVERS

Tailored to your personal taste

SEND NOW
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PORTFOLIO
OF ACTUAL
SAMPLES



Protect the upholstery. Prevent "shine" on clothes. Give your car an attractive interior appearance — and maintain its re-sale value.

USE THE COUPON NOW
To BLANCHFLOWERS "The Motor People," KETTERING.

Please send patterns and prices of your "Luxury Look"

Cover for my.....Car.....mode

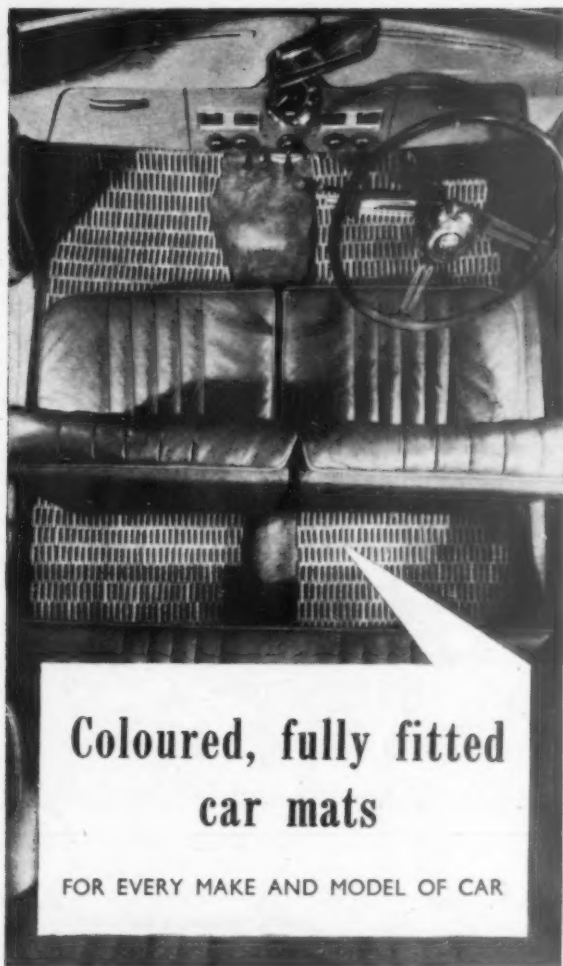
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Autocar Feb. 12



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FOR EVERY MAKE AND MODEL OF CAR

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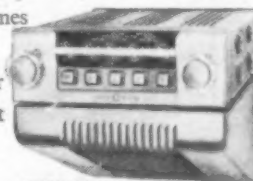


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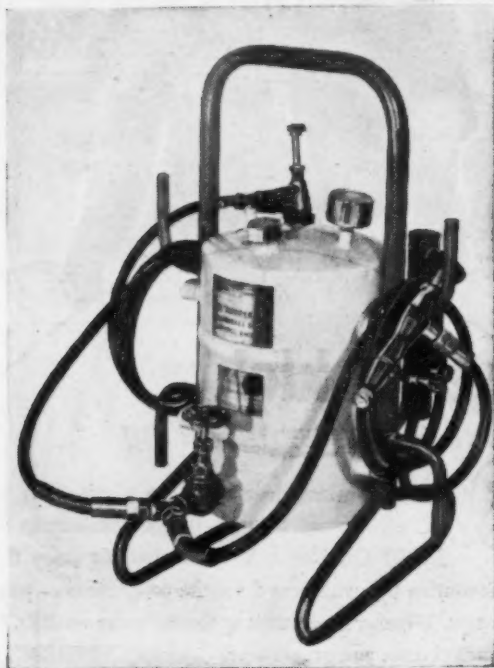


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Will clear blocked nipples like magic and the two guns generate pressures of 6,000 and 15,000 lbs. per square inch respectively.



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Spring Protectors are fitted as standard by Austin and A.C. A permanently pliable wrapping of specially impregnated material, "Drevo" provides moisture proof protection and prevents mud, rust or grit from lodging on the leaves of the springs. Obtainable from leading motor dealers, garages, or direct.

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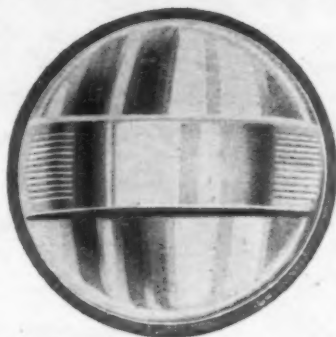
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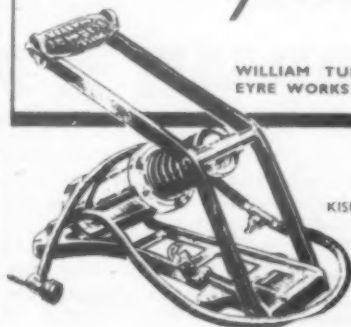


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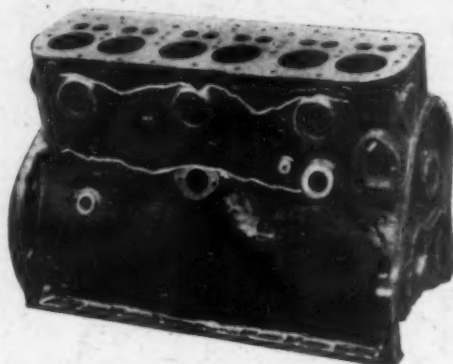
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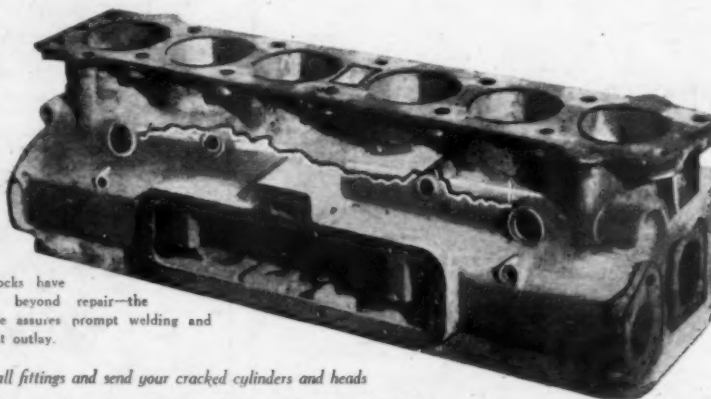


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The Autocar

FOUNDED 1895

No. 3037

Friday, 12 February 1954

Vol. 100

Police Traffic Duties

MOST city drivers, at least, will tend to concur with H.M. Inspectors of Constabulary in their recent warning against over-concentration on traffic duties by the police. The warning is contained in the latest report of the inspectors, and their concern is that the basic work of the police—of detecting and preventing crime—may suffer. While motorists share that particular concern they are also likely to feel that traffic would flow rather more smoothly and swiftly with less police supervision. One contributory reason may be the youth and the quick changeover of personnel that are features of the post-war police force. A very little knowledge of the modern science of traffic engineering shows the complexity of today's traffic and the rapidly cumulative difficulties that follow delays. And whereas the pre-war mature policeman, dealing in any case with fewer vehicles, comprehended these, if imperfectly, as a result of experience, the post-war young constable tends to become submerged in a sea of vehicles from which his efforts at extrication serve only to increase the delay.

The absurdity of contemporary affairs is instanced by the traffic light, whose initial success went to the heads of local authorities. At first, the traffic light introduced an agreeable order at many busy junctions, but the result was that local authorities installed them with something approaching a mania. Now, too frequent traffic lights often lead to a queue of stationary vehicles which nullifies the effect of the intervening lights. At this juncture a policeman often appears to override the lights and the outcome is a crazy confusion. Only rarely in such emergency circumstances is the overriding or police operation of traffic lights superior to the purely robot control.

The whole problem is symptomatic of the attitude to traffic in Britain as opposed to that in other countries. Away from these shores, the efforts of police and authorities are all the time concentrated on speeding the flow of traffic. Within the confines of this island the reverse seems the case, every move by authority seeming to be aimed at emphasizing to the vehicle driver that all sorts of people and devices have a right to interrupt his smooth passage along the highway, even if it is specifically intended for vehicles.

Monte Carlo Rally: A Suggestion

BEFORE the Monte Carlo Rally becomes a memory thought should again be given to the difficulty of the organizers in making the road runs bear sufficiently on the result. We do not feel that a straightforward allocation of bonus marks for a starting point is a good answer to the problem; in some winters the route from Glasgow can be more difficult than that from Stockholm. Nor do we feel that a lengthening of the road distances is likely to have any great influence, although the farther names are the more romantic. No one disputes the added interest that the reappearance of Athens as a starting point gave to this year's Monte Carlo event.

One suggestion which may bear examination is that marks for a starting point should be awarded in proportion to the number of cars finishing without penalty from that starting point. In its simplest form this would operate as follows: Suppose that 80 per cent of the Glasgow cars successfully completed the Monte Carlo run, then points might be awarded on the basis of 100 minus 80, or 20, to all those who were successful. If only 20 per cent succeeded in reaching the finish from Athens, then the corresponding bonus earned would be 80. This system would possess a small degree of invidiousness, but in general it might be as fair as existing eliminating test results. It has the merit of not differentiating between engine sizes, and it does not lend itself readily to special preparations to defeat the organizers' ingenuity. There may be unforeseen snags, and some objection might be raised to the fact that the bonus earned would not be known until after the finish. But too much can be made of small objections; something must very soon be devised if the rally is not to deteriorate in calibre.

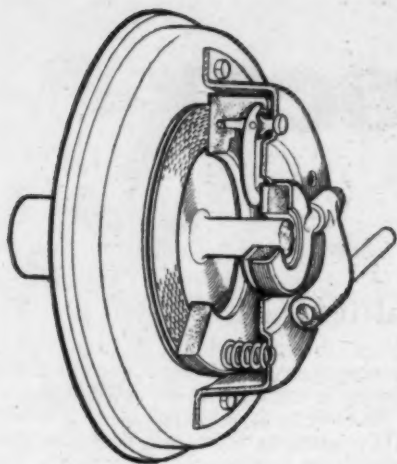
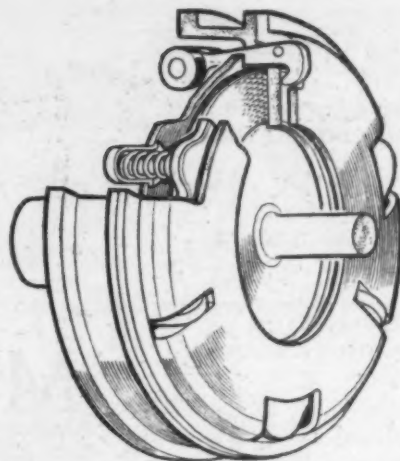


Plate Clutch (left): The majority of cars built on this side of the Atlantic still employ a manually operated clutch, which is usually of the dry single-plate type with a friction disc sandwiched between the flywheel face and the pressure plate.



Centrifugal Clutch (right): Centrifugal action of the bob-weights engages the clutch automatically as engine revs increase, but suitable mechanism is incorporated to allow of rapid disengagement for gear changing.

T O M O R R O W ' S

THE CLUTCH AND GEAR BOX MAY HAVE TO TAKE A

EVER since the car was first invented it has been the aim of designers to simplify its method of control and reduce the number of major controls to the absolute minimum. An ideal arrangement might be one pedal to make the car go, and another one to make it stop; added to this it is necessary to have some means of changing the direction of the vehicle, enabling it to turn corners and go backwards.

The most complicated part of driving a car fitted with conventional transmission is the combined operation of the clutch pedal and gear lever, and any mechanism that can eliminate either or both of these controls should considerably simplify driving technique. It will also reduce fatigue on long journeys, or when driving in dense traffic where frequent stops and starts are necessary. This has resulted in the introduction of automatic or semi-automatic transmission units, and although these systems are not yet widely used on cars of European design, they are very common on American vehicles, as either standard or optional equipment.

Should the trend become universal, it may result in a generation of drivers who have been taught to drive cars with automatic transmission, and in many instances would find it difficult to operate a vehicle fitted with a conventional clutch and gear box. This state of affairs has, to some extent, already arrived, and in parts of the United States two types of driving licence are issued, one permitting the motorist to drive only vehicles fitted with automatic transmission. Operating conditions in Europe differ because high fuel costs, taxation and overcrowded roads demand cars with compact overall dimensions fitted with small engines. By comparison, American designs take advantage of the low fuel cost, and favour a large engine capacity and large overall body dimensions.

The large, high output engine and high power-weight ratio found in the American design are, by comparison with the average European car, much less in need of automatic transmission, because it is not necessary to change gear nearly so frequently; the transmission problems of the average American vehicle are a little more simple than those of the average European car which generally has less excess power available for acceleration and hill-climbing. Any change in transmission system that is applied to European cars should have approximately the same efficiency as the

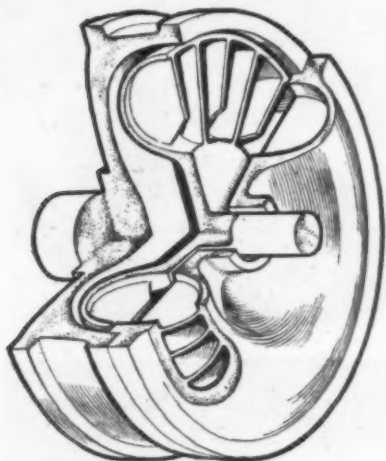
present clutch and gear box so that it can give comparable performance and fuel consumption.

Any transmission system must couple the power unit to the back wheel so that the car can be smoothly accelerated or stopped, without overloading or stalling the power unit; it must also provide a range of torque multiplication, again to enable the car to start from rest when it is heavily laden, and also for climbing hills; a third requirement is a means of reversing the vehicle. The ability to provide a reasonable measure of engine braking when descending gradients should also be incorporated, as should a ready means of "rocking" the car, by providing quick engagement of forward and reverse gears; this is particularly desirable if the car is to operate in countries where bad road conditions or snow prevail. All these conditions are fulfilled on a car fitted with a normal clutch and gear box, assuming that the driver has the necessary skill, but many systems are also in production which perform automatically all or some of the requirements previously mentioned. There are several approaches to these basic problems, various aspects of which can be performed mechanically, hydraulically, or electrically.

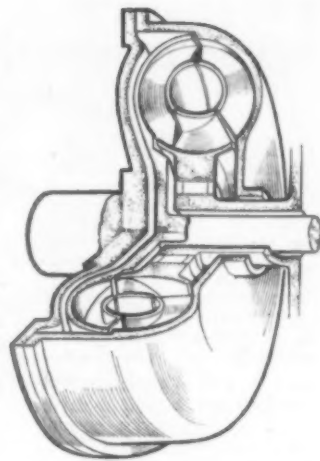
Opinions also differ as to the degree of manual control that is desirable or necessary, bearing in mind that most of the devices employed operate on a cause-and-effect principle and cannot think ahead. It is generally agreed that the most important problem is to do away with the clutch pedal so that the driver's feet will have to operate only two major pedals, those for throttle and brake.

Fluid and Friction

Neglecting the gear change for a moment and considering a system for providing smooth take-up in the coupling between the engine and transmission, there are two well-known systems which provide a quite satisfactory solution; they are the fluid coupling and the centrifugal friction clutch. These have been widely used in this country in conjunction with the preselective type of epicyclic gear box. Both systems provide a smooth take-up from rest, and with the centrifugally operated clutch it is possible to arrange an over-riding mechanism to disengage the clutch in spite of the action of the centrifugal balance weights, a necessary feature if it is to be used with synchromesh transmission.



Fluid Flywheel (left): Used in the Hydra-Matic automatic transmission and for many years by the Daimler company in conjunction with their pre-selector gear box, the fluid flywheel is a very well-known method of providing a smooth transmission take-up.



Torque Converter (right): Like the fluid flywheel, the hydraulic torque converter can be used to provide a smooth take-up from rest, with the advantage that it also provides a certain measure of torque multiplication when desired.

TRANSMISSIONS

BACK SEAT

By JOHN RABSON, A.M.I.Mech.E.

Although a simple fluid coupling, like a centrifugal clutch, does not give torque multiplication, it is possible to modify the hydraulic device and substitute a torque converter in place of the fluid coupling. This unit, as its name implies, provides a degree of torque multiplication as well as smooth take-up from rest. Yet another possibility would be the use of an electrically operated clutch employing electromagnets energized by the electrical system.

There are, then, at least four systems that can be used to dispense with the conventional clutch pedal to provide a smooth take-up from rest and prevent the engine from stalling, but although the electric operation and centrifugal clutch could be used with a simple synchromesh box (because they can be fitted with over-riding devices built into the clutch itself) with the hydraulic systems it is necessary to use an epicyclic gear train with brake bands or clutches, or else to provide some additional clutch mechanism to disconnect the drive between the engine and transmission when gear changing takes place.

Complex Operations

Although it is possible to provide an automatic substitute for a manually operated clutch, it must be considered how an automatic transmission should function to replace the manual operations normally performed. The simplest way of deciding what these functions are is to consider the normal driving technique when starting from rest. With the engine running, in order to engage first gear it is necessary to depress the clutch pedal, and then move the gear lever into the appropriate position: the clutch is then engaged and at the same time the throttle is opened to increase the engine speed. When the appropriate speed is reached it is necessary to depress the clutch, close the throttle, move the gear lever into the second gear position, re-engage the clutch, and open the throttle. This process is repeated when changing into third and top gears. To change down, it is necessary to reverse the process, but instead of the throttle being closed to reduce the engine speed it must be opened to increase it so that the necessary adjustment in engine and propeller-shaft speeds is made to suit the requirements of the higher gear ratio. In a modern synchromesh gear box, synchronizing cones assist this.

To obtain the maximum performance gears must be selected at the correct speed. The power required to propel the car does not vary with the change in gear ratio, but the power available does, and the excess power available—for acceleration or hill-climbing—is much greater in first gear than it is in top gear. But with first gear the range of speed is much more limited; as a result, the ideal change-up point for the intermediate gears will be where the first speed power available curve cuts the curve for second gear, and so on*.

Pinpoints

Therefore, the exact change-up or change-down point to give maximum performance can be accurately determined. To keep in a higher ratio gear (for example, first instead of second) after the optimum point has been reached, will only increase the engine speed without a corresponding benefit.

For normal cruising, in the interests of economy, it is often desirable to change up before the optimum point is reached. The change up or change down is, of course, made at the discretion of the driver on a car with manual transmission; on the other hand, if a mechanism is to be substituted to take the place of the manual change, it is necessary to arrange a method of control which will set in operation the mechanical devices performing the change.

Disregarding any form of manual selector lever, there are at least three factors which can be used to operate a mechanical "brain"; they are the road speed of the car, the engine speed, and the throttle position, while the system may have further prompting by the use of a kick-down device brought into operation by depressing the throttle pedal past the normal fully open position. Change in engine speed, transmission, and propeller-shaft can be used to operate hydraulic pumps, governors or centrifugally operated switch gear, while mechanical linkage coupled to the throttle controls can be used to adjust the settings of these governors, or vary the effect of servo mechanisms energized by induction manifold depression; altogether, a fairly wide range of automatic controls. They can be supplemented by the use of a manual control lever to vary the range of gears employed (for example, a low range for use in very hilly

* For an explanation of these terms see the article on pages 166-168, February 5.

TOMORROW'S TRANSMISSIONS

. . . continued

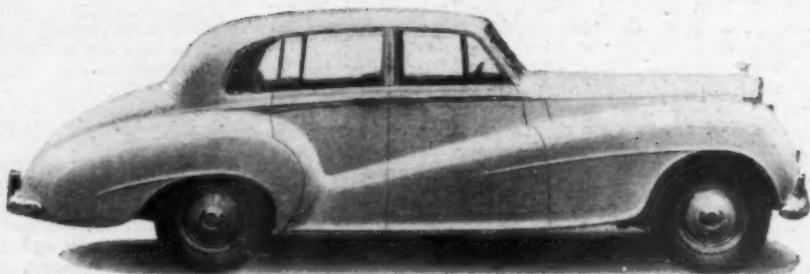
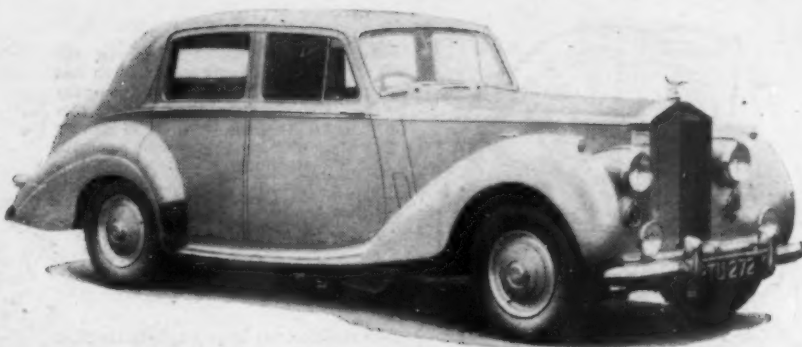
Although automatic transmissions have not been adopted in this country to the extent that they have in America, these three makes offered it as an optional extra at last year's Earls Court Show. Rolls-Royce and Bentley have adopted a successful American system and Jaguar fit the Borg Warner transmission.

country) and to give increased engine braking, and a drive range for use under normal main road conditions. It is necessary to provide a means of engaging reverse gear, and it is desirable to provide a neutral position so that the car will not immediately run forward or backward if the throttle is opened to increase the engine speed beyond the normal tick-over range.

If it were desired to produce only the maximum performance automatically, with, in other words, the change up and change down at the points of optimum performance shown in the power available and power required graph, the problem would be fairly simple. Governors on the gear box input and output shafts could be arranged to operate a servo system so that when the engine speed and road speed coincided with the optimum points previously mentioned, a change to the next gear up or down would be made; however, this simple solution would make it impossible to cruise at, say, 40 m.p.h. in top gear if the optimum change-up point from third to top occurred at 65 m.p.h. Such a vehicle would have a very poor fuel consumption and would be most unpleasant to drive. This system must be modified, then, by the introduction of a mechanism under the control of the driver; for example, the throttle pedal. If the position of the throttle can operate some mechanism which overrides the governor it is still possible to provide the optimum acceleration if the throttle pedal is fully depressed, yet delay the change down into an indirect gear; or provide a change up into top gear at a much lower speed when the throttle is only partially open.

However, even this system does not provide all the desired qualities. For example, if the car is being accelerated in, say, third gear and it is necessary to release the throttle slightly (for instance, if the driver is baulked when he is about to overtake another vehicle), the modifications to the control gear brought about by the change in throttle position would cause the vehicle to change up into top gear. It is possible to introduce some time delay mechanism to prevent this happening, but the use of such equipment would probably mean slight delay when the driver wished to obtain optimum performance.

All this means that the control system which effects the change must operate on a cause-and-effect basis—it cannot



think like a skilled driver, and, unless some over-riding control is provided, it will always produce a given set of results for a given set of circumstances. The skilled driver, on the other hand, may vary the sequence of events with a manual transmission according to his skill and assessment of a given situation.

These are some of the problems that face the transmission designer. The greater the amount of automatic control, the more complicated the mechanism will be, and it is necessary to arrive at a working compromise which lies somewhere between fully automatic control and the conventional arrangement of manual transmission. The type of transmission which suits one style of car may not suit all vehicles, all drivers, or all types of operating conditions. Consequently, at present there are many systems, both in production and under development, and when they are all fully developed they should meet the needs of a very large proportion of the motoring public. Some of these systems and their methods of operation will be discussed in a further article.

(To be concluded)

NEW CARS DESCRIBED

DIESEL
VANGUARD

Special Chassis from Standard Factory

THE four-cylinder diesel Ferguson tractor engine has now been developed for use in a special car chassis produced by the Standard Motor Company. This 2.1-litre engine will be available in the Standard Vanguard range of vehicles from April next and the use of a special chassis means that owners of existing models cannot have their cars converted.

The 2,092 c.c. engine has a cast-iron block with centrifugally cast slip-fit cylinder liners. The cast-iron cylinder head incorporates a spherical pre-combustion chamber of Freeman-Sanders design, and a C.A.V. fuel injection pump is chain driven from the crankshaft. A variable-speed pneumatic governor is mounted on the injection pump having regulation up to 3,600 r.p.m. at full load. A Hobourn Eaton high-capacity oil pump is fitted and all main-, big- and little-end bearings are lubricated under pressure.

A dry single-plate clutch is used and the three forward speed gear box is fitted with synchromesh on all ratios except reverse. Gears are selected by a remote-control mechanism mounted on the steering column; overdrive is available as an optional extra. A short open propeller-

The right-hand cylinder clearly illustrates one of the spherical pre-combustion chambers. The cuff rings which counter-act carbon deposit on the top piston land are above the cylinder liner flange.

shaft is used and Hardy Spicer needle roller bearings are fitted. The shaft transmits power to a hypoid bevel rear axle which has a three-piece casing and carries semi-floating axle shafts.

The front suspension is independent by coil springs and wishbones. The rear axle is suspended on long, half-elliptic, variable-rate leaf springs. Telescopic hydraulic dampers are fitted at front and rear. Lockheed hydraulic brakes are used on all four wheels, and the brake drums are of cast-iron alloy. Steel disc-type wheels are fitted.

Welded channel steel pressings, cruciform braced, make up the frame, and the entire assembly is rust-proofed during manufacture by the Bonderizing process.

Cam and roller-type steering is used, and provision is made for both left- and right-hand installations. Two 6-volt batteries are housed beneath the bonnet.

A large number of these engines has already been fitted to taxis operating in central London and the average fuel consumption figure, calculated over a very high mileage, is 32 m.p.g. Under similar conditions a petrol engine of comparable capacity averages 17 m.p.g. Standard engineers claim that the design of the combustion chamber enables the engine to run smoothly and silently throughout its entire speed range. The weight of the diesel engine is 97 lb greater than the Vanguard petrol engine and the additional batteries, fuel and oil

filters, mounting brackets and so on make the overall weight of the diesel car two hundredweights greater than that of its petrol-engined counterpart. The price of the Vanguard diesel saloon is £750 plus British purchase tax of £313 12s 6d. Overdrive can be fitted for an additional £56 13s 4d. This means that the initial cost of the diesel Vanguard is £437 12s 6d

more than the petrol engined saloon; not excessive, considering the ultimate saving in fuel costs.

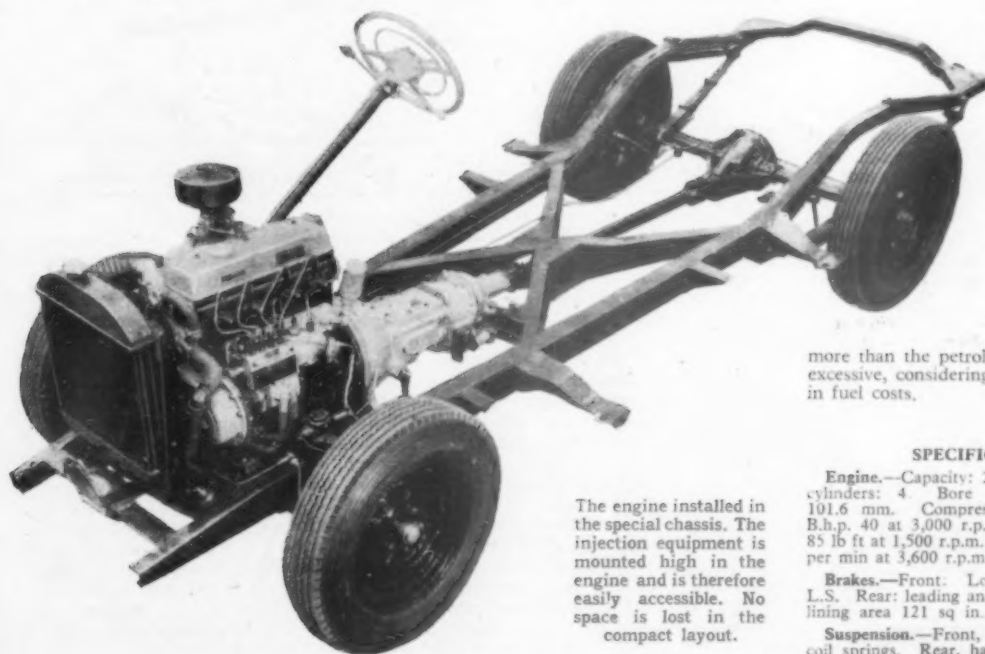
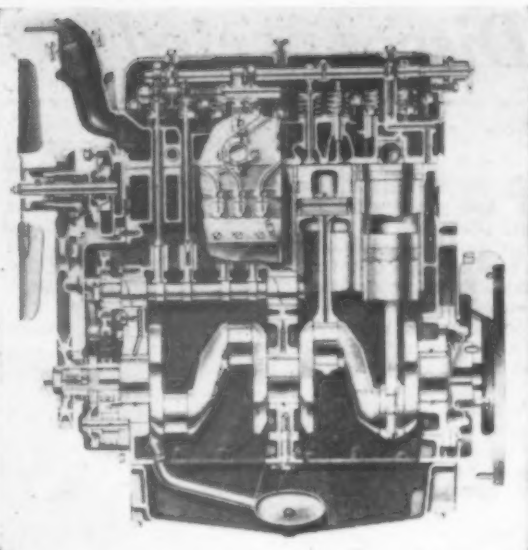
SPECIFICATION

Engine.—Capacity: 2,092 c.c. Number of cylinders: 4. Bore and stroke: 80.96 x 101.6 mm. Compression ratio: 17 to 1. B.h.p. 40 at 3,000 r.p.m. Maximum torque 85 lb ft at 1,500 r.p.m. Piston speed 2,400 ft per min at 3,600 r.p.m.

Brakes.—Front: Lockheed hydraulic 2 L.S. Rear: leading and trailing shoe. Total lining area 121 sq in.

Suspension.—Front, double wishbones and coil springs. Rear, half-elliptic leaf springs. Telescopic hydraulic dampers all round.

Electrical System.—Two 6-volt batteries, 115 ampere hour total capacity.



The engine installed in the special chassis. The injection equipment is mounted high in the engine and is therefore easily accessible. No space is lost in the compact layout.

Disconnected Jottings

BY THE SCRIBE
Drawings by Barry Appleby

Lighting-up

PERIODICALLY, someone arises and gets upset about lighting-up and safety, and the latest example was a letter given pride of place in *The Times* correspondence columns, saying that lighting-up time should, in general, be earlier, and that the difference of half an hour between the summer and winter period of grace after sunset was unjustified. The correspondent, who was, in fact, Sir Reginald Plunkett Erle-Drax, seemed pretty certain that many lives would be saved if these things could be remedied. He also felt that in fog, falling snow and suchlike, the motorist should be compelled to switch on side and tail lamps.

Like everyone else, Sir Reginald is entitled to hold these views and to express them. But I do wish that it could be more often remembered that: (a) about 80 per cent of accidents occur in the really busy built-up areas where there are street lamps, shop windows, and so forth and where, therefore, lighting-up time is somewhat academic in interest anyway; and that (b) the road research people have found that side lights are of precious little use in daylight fog, though a head or spot light is of decided benefit. There may be more to the desirability of tail lamps, but most motorists feel that side lights are the safeguard.

If one can bear in mind what has already been established, it is so much more beneficial to the succeeding discussion.

♦ ♦ ♦

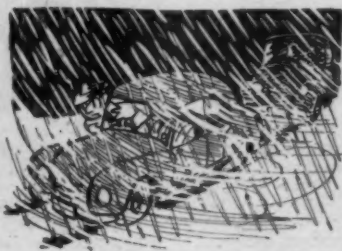
Steering Lock

ARISING from that old problem of the garage exit that leads out into a narrow lane is a question concerning steering lock. A motorist I know feels as a result of his investigations into turning circles that torsion bars permit a greater steering lock to be provided. If they do, there is not, to my knowledge, any good reason for it, and I would be interested to hear of one if such exists. I fancy that the torsion bar is used a good deal on cars that are just that bit better than normal, and steering lock is watched with some care in the design of such cars, the



Pirouette.

absolute maximum possible being provided. One notable small car has a quite unfavourable turning circle, but often this is the type of attribute that suffers in the search for compactness of wheelbase. The car that can almost pirouette is the 750 Renault, to judge from the way I have seen French owners use it.



Embarrassed.

Following the Leader

IN a recent blizzard, a car that was being followed by a colleague suddenly swerved off the road into a lorry pull-in space and returned to the road, still faithfully following the tracks of a lorry in the snow. Following tracks is not the best way in a blizzard or fog, and this blizzard was one where the wind was driving the snow across the road surface like wraiths of steam. The colleague, too, was embarrassed by a car which followed much too close and was using him as a pilot. A couple of artistic skids, giving the impression that progress was too rapid, caused a more respectful interval to be maintained.

♦ ♦ ♦

Recognition

"THERE'S one thing," remarked my companion, "when people come here from abroad they do encounter a good system of road signs." We had just come from France, and I was rather surprised that the British system, although good, should earn the more favourable comment, if only by implication. The French system, it always seems to me, is superlative, not so much in finding the particular town or village that one seeks, but in preventing anyone of average intelligence from going more than a very small distance out of his way. French nameboards are prolific, and if sometimes they seem to point to the wrong outlet at a major junction, for the most part they set one safely upon the route. But if they do not the kilometre posts are there to correct a misapprehension, for they bear the name and distance of the next village on the route. But what is more important, they bear a red top if the route is a national one, and a yellow top if it is less than that in

stature. And the marker posts on the bends—an excellent provision—also have the appropriate colour atop, so that one is speedily aware if one has strayed "down" a category in road status. And even if the route is wrong but the category right, the coloured marking on the kilometre post top carries also the number of the route. Add to all this the Michelin sheet maps, which every traveller in France—afloat or awheel—carries, and you can almost navigate yourself into the right hotel and up the stairs to bed. With the famous guide, in fact, you can.

♦ ♦ ♦

Hopalong

"THE only thing I have found about it," said my very old friend, referring to a short-wheelbase car, "was on a fast corner when it suddenly began to patter its way across the road towards the outside of the bend." The comment immediately rang a bell with me, for I had found exactly the same thing on a similar car, and I wonder how many other readers recognize it from the phenomenon?



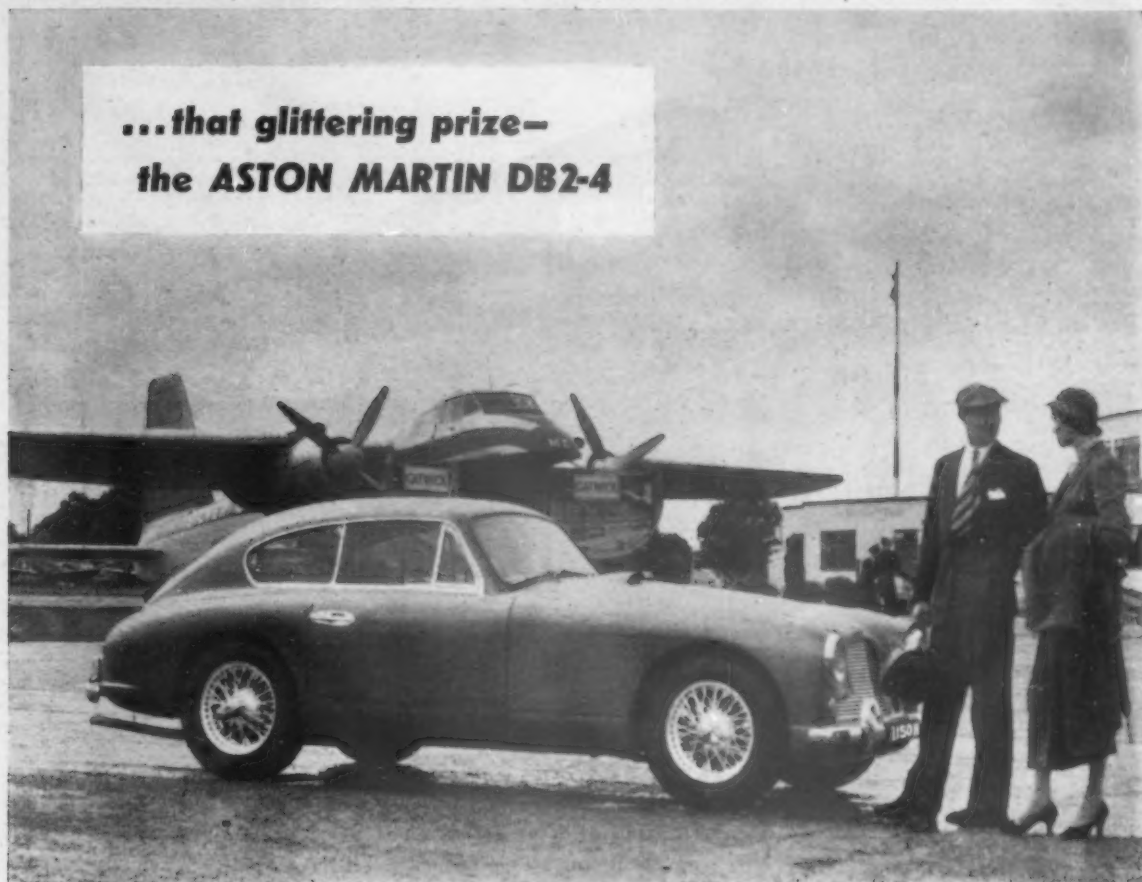
Patter.

♦ ♦ ♦

Reflected Dazzle

IN all the objections to double-dip lamps, writes a correspondent, one rarely sees what I consider to be the strongest—the amount of reflected dazzle that they cause on wet nights; and this is a wet country. As he says, the left-hand light beam dips into the kerb, but the right-hand beam merely dips to about the centre of the road, at which angle it is well placed to give the oncoming driver an eyeful from a mirror-like surface. With the dip and switch, the remaining beam was safely deflected into the kerb, even if that did mean "driving into a black patch" (the most quoted objection to dip and switch). In fact, I never found that the black patch worried me; being in the centre of the road it was a patch in which sudden obstacles were unlikely, and in any case the oncoming lights illuminated it. I liked dip and switch; I dislike double dips, for the horizontal cut-off is such that on switchback routes I often find myself short of light out front.

The DB2-4 is at present on exhibition at the International Motor Sports Show at New York.



**...that glittering prize—
the ASTON MARTIN DB2-4**

**—it is the original race-bred model with increased luggage
and passenger accommodation.**

THAT most desired of all sports cars, the original DB2 lives on in the DB2-4—just as speedy, just as reliable in road-holding and performance, just as flexible in traffic and on the open road!

The body has been re-designed to add extra luggage space and extra occasional rear seats. This, without loss of looks or speed, adds

considerably to the range and enjoyment of Aston Martin motoring.

Large flat-floored luggage compartment with access from within the car and from the large hinged rear window.

Rear seats for occasional use or for children.

Also available as a Drop-Head Coupé.



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'DOUBLE-LIFE'

CAR BATTERIES

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NEWS and VIEWS

Bristol By-pass

WORK on the Bristol by-pass is now recommencing, and it will take about four years to finish. This by-pass will successfully circumvent the northern area of the city.

Roadside Assistance

LAST year, the R.A.C. assisted over 30,000 members who had suffered roadside breakdowns. During 1953 the number of the club's appointed repairers and agents was increased by 448, bringing the total in this country to 6,102.

Touring in France

FRANCE, despite numerous transport and other strikes during 1953, managed to maintain her popularity as a holiday country for overseas visitors. The French Riviera showed an increase of nearly 6 per cent of visitors against the corresponding figures given for 1952.

Amsterdam Show

THE Netherlands Association of the cycle and automobile industry will hold its thirty-third show in Amsterdam from February 26 to March 7. Overseas visitors will be furnished with permanent free tickets. In response to the ever-increasing popularity of this show, four additional pavilions have been added to the existing hall.

Lancia "Skyscraper"

WORK is scheduled to begin in the spring on the construction of a 70-storey building at the Lancia plant, in Turin. It will be some 240ft high and will have a road running underneath it. No bricks or concrete will be used in the construction, which will be a combination of steel and glass. The building will be air conditioned, and is intended for offices, reception rooms, and so on.

S.M.M.T. Appointment

AFTER twenty-two years' service with the Associated Liffe Press, Mr. J. N. McHattie has been appointed technical officer to the Society of Motor Manufacturers and Traders. Mr. McHattie took over his new duties on February 1. He was previously technical editor of *The Motor Trader*, *Export Trader* and *British Automobiles Overseas*.

Blood Test Rejected

BEFORE he imposed a fine of £25 and disqualified a driver for two years, Sheriff Murray, who was hearing a charge of driving under the influence of drink at Jedburgh Sheriff Court recently, said that a blood test which was taken from the accused man by his own doctor could not be considered as evidence because there was no official instruction on how such a test should be taken or what it was supposed to be.

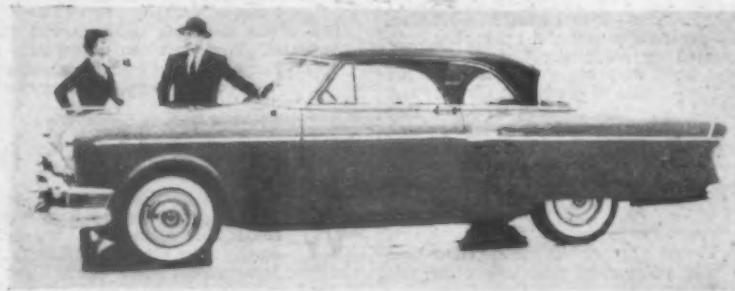
During evidence, an analytical chemist from Edinburgh Royal Infirmary said that the alcohol content of the blood sample was six milligrammes per 100 c.c. It was also stated that the border line figure in certain Scandinavian countries and American states was 150 milligrammes.

THE "AUTOMOBILES" AT DINNER

WHETHER the bond linking automobile engineers is unusually close or it is solely that engineers are outstandingly friendly people, few social functions in the motoring world rival in their happy atmosphere the annual dinner and dance of the Automobile Division of the Institution of Mechanical Engineers. Last Friday's gathering at the Dorchester Hotel, London, was a particularly happy one. Among the 400 and more who attended were many from the Midlands and the North, including such well-known figures as Dr. E. A. Watson (Lucas),

W. M. Heynes and Arthur Whittaker (Jaguar), Alick Dick (Standard), Donald Sinclair (Midland Red), J. J. Parkes (Alvis), C. M. van Eugen, Donald Bastow (Jowett) and the coachbuilding Groses.

In the chair was Professor S. J. Davies, D.Sc., Ph.D., chairman of the "Automobiles." When proposing the guests he paid a glowing and much appreciated tribute to the excellence of the British technical Press. The response, the only other speech, was made by Sir William Farren, president of the Royal Aeronautical Society.



The Packard Panama is the latest addition to the Packard Motor Company's new Clipper line for 1954. Optional extras obtainable for this car include power steering, power seat adjustment, electric window actuation and automatic transmission.

Continental Production

LAST year France failed to maintain her 1952 record of half a million vehicles. The total was 497,757 of which 368,298 were cars, 125,102 lorries, and 2,262 coaches, the balance being made up of road tractors and special vehicles. Commercial vehicle totals increased a little, but the car total dropped. Of the entire production 104,267 were exported, this being nearly three thousand less than for the preceding year. French colonies bought fewer cars, but foreign countries, with Belgium in the lead, bought slightly more.

In contrast to the stagnant state of affairs in France, German passenger car output was, in 1953, increased to 358,452, compared with 291,485 in 1952. Italy increased her production by 26 per cent, reaching a total of 174,294 of which 142,847 were cars. Exports increased by 19 per cent, with a total of 31,506, of which 30,155 were cars. In five years Italy has more than doubled her output.

Unrest in France

CERTAIN French motor manufacturers are in revolt against their *Chambre Syndicale* (the counterpart of the S.M.M.T.), and three firms, Citroën, Peugeot and Berliet, have broken away to form the "Groupeement Syndical des Constructeurs Français." The main grievance of the three dissentients is that the parent organization has shown itself indifferent to the real interests of the motor industry. It is claimed that it has done nothing to combat unfavourable legislation, that it has no plan for the extension of export business and that, in general, it has become a dormant body.

Members point out that Renault, the biggest firm in the *Chambre*, has a

government-appointed general manager who is obliged to accept all Government measures, even if they are detrimental to the motor industry. The objection is also raised that Simca is not free from Italian influence, and that Ford has an American manager who receives his instructions from Detroit.

This revolt raises the question of the Paris Salon which is organized by a federation of the recognized manufacturers' associations. As the new body is at present outlawed, Citroën, Peugeot and Berliet could be refused admission to the Grand Palais. However, these three represent 45 per cent of French production and it is not likely that they would clamorously accept a refusal. Moreover, the show management would be pleased to find a way of admitting them.

Parking Near Crossings

IN answering a question concerned with parking too close to zebra crossings the Parliamentary Secretary to the Ministry of Transport divulged that new pedestrian crossing regulations would be laid before Parliament very shortly.

Singer Price Cuts

THE total price of the SM 1500 saloon fitted with twin carburetors has been reduced to £907 15s 10d from £921 19s 2d. Leather upholstery—an optional extra on Singer cars—will now cost £17 17s instead of £35 8s 4d, a reduction of £17 11s 4d. When making these announcements Mr. A. E. Hunt, chairman and managing director of the company, said that it was their aim to pass on to the public any reduction in the cost of materials.

NEWS and VIEWS

— continued —

Accidents in Proportion

WHILE no complacency must ever be felt over the road accident problem, a Parliamentary answer given recently shows that the picture is not, perhaps, as black as it is sometimes painted. In 1930, 7,305 persons were killed on the roads, of whom 1,433 were children under 15 years of age. In 1952, the corresponding figures were 4,706 and 786.

Ealing Motel

BRITAIN'S third Motel—a three-storey building—is to be built in London. An outline approval of the plans has been granted by Middlesex County Council and work may begin soon on the site at the junction of the North Circular and Abbeydale roads, London, N.W.10. Two other Motels already exist in England, one at Rouncil Towers, Kenilworth, Warwickshire, and the other at Folkestone, Kent.

Yellow Lights

NO ban exists on the use of yellow head lights provided that two white side lights are shown at the same time. This was laid down by the Minister of Transport, Mr. Lennox-Boyd, when answering a Member who wished to have reconsideration given to the use of yellow lights. The Minister did not consider that there was a case for making such head lights obligatory.

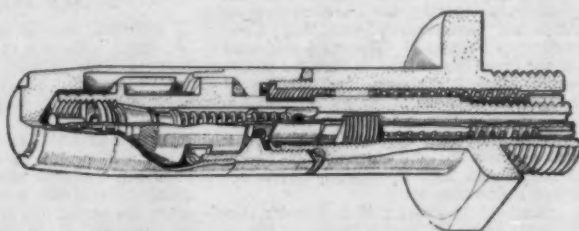
AUTOMATIC PRESSURE ADJUSTMENT

THE lack of reasonable facilities at many service stations has prompted an engineer to invent a tyre valve which, when fitted to a standard inner tube, automatically regulates the pressure of the tyre without the use of a pressure gauge. When the tyre is being inflated, an automatic warning device operates as the predetermined pressure is reached. This enables the owner to pump up the tyres without stopping to check.

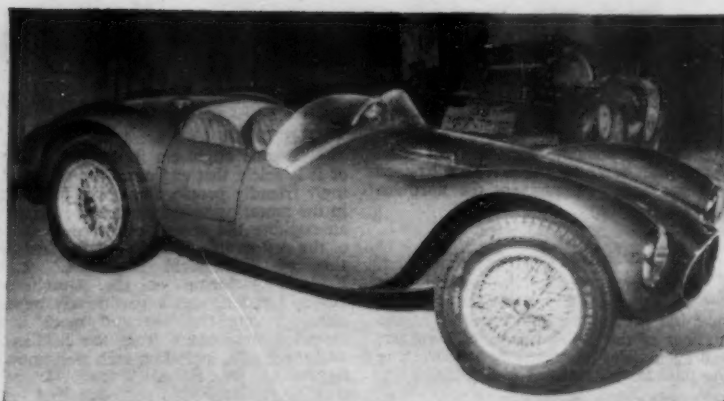
The new valve is approximately two inches long and has a hollow stem in which a standard Schrader valve core is fitted. At the middle of the stem there is a squared section with a drilling on each flat. Below this there is another square section over which a collar fits. The body of the valve is threaded internally to take this collar. A spring is trapped between the collar and a stop nut on the end of the stem. A seating, which incorporates a sealing ring, and to which the dust cap is screwed, is threaded on to the upper part of the body. This seating has a square hole lying in line with the drilled

square on the bottom of the stem. Above this there is a sealing washer which acts upon the underside of a barrel formed on the stem. Air which passes the slots in the sides of the barrel causes a whistling noise and warns the operator that the required pressure has been reached. The air will continue to escape until any excess has been forced out. The valve then automatically closes and the dust cap is replaced. The dust cap presses against the valve body when in position and there is no danger of the valve accidentally releasing air during service.

The spring pressure and the pressure at which the valve blows off are determined by the position of the threaded collar. This can be varied by lifting the valve stem clear of the body and turning it in the required direction. The inventor of this valve, Mr. E. E. Higgins, has not yet found a manufacturer sufficiently interested in his project to produce the valve in numbers, but it would certainly appear to have possibilities.



The complexities of the new valve—though considerable—seem admirably dispersed in the small space available.



One of the desirable sports cars at the U.S. show must be this A6GCS 2-litre Maserati. Beyond it can be seen the tail—suitably inscribed—of the Lancia in which Fangio won the Pan-American road race. Both these cars are on the stand of Tony Pompeo, an American importer of European sports cars.

SPORTS CARS ON PARK AVENUE

down to the single-cylinder King Midget.

The 17 samples of Britain's cars—the largest number from any single country—include a Jaguar XK120 finished in white and with gold plating throughout as a substitute for chromium. Italy is represented by ten manufacturers; the quadruple overhead camshaft Lancia in which Fangio won the Mexican Road Race has been surrounded by sporting drivers ever since the show opened. In addition to the 4.5-litre Mexico, Ferrari is also showing the 3-litre Europe and the A6GCS 2000 Maserati is also there to tempt American buyers. A centre of attraction is the new Mercedes 300 SL coupé with fuel injection (described on page 209 of this issue). Drawings by the late F. Gordon Crosby, of *The Autocar*, make a stand back-cloth for Rootes products.

No Right to Park

IN a Parliamentary answer last week a fact was reiterated of which many motorists are still unaware; except in streets specifically designated as car parks, drivers have no absolute right to park on the highway.

1957 Rear Lights?

THE Minister of Transport said in the House of Commons recently that he was giving further consideration to the dates proposed for the enforcement of regulations contained in Section 2 of the Road Transport Lighting Act, 1953.

Phone Leeds 30158

THE R.A.C. has extended its normal breakdown service in Yorkshire. A telephone control centre has been set up in Leeds and a call to Leeds 30158 will bring assistance to members who break down in this area.

Short Time

THE management of Sheepbridge Stokes, Ltd., Chesterfield, have worked out a system whereby their employees will work a four-day week because of the shortage of orders. Sheepbridge Stokes, Ltd., are manufacturers of car components.

When you buy a tyre—

Do you compare technical points?

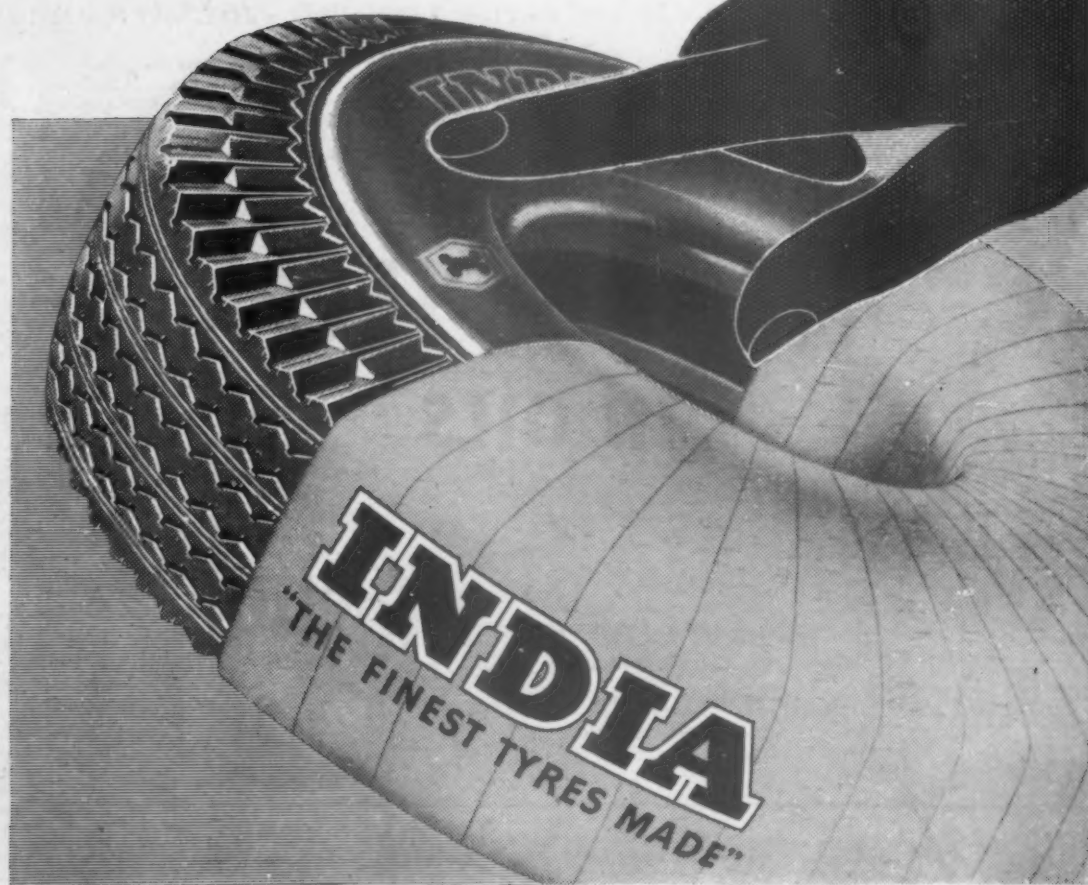
India has always been in the forefront of tyre design and construction.

Do you buy on price?

Price for price, India tyres are better value because you do know the quality is there.

Do you rely on reputation?

The "tyres with the Red Ring" have always been famous for long, trouble-free mileage. Remember, India Tyres are fitted to Bentley cars.





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MASTERPIECE
IN OILS**

Used by most
British motorists
approved by every
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NEW CARS DESCRIBED



The body of the new 190 SL Mercedes-Benz sports car is most agreeably proportioned. A stripped version with aero screen and cutaway doors is available also. Frontal appearance is similar to that of the larger 300 SL.

TWO MERCEDES SURPRISES

PETROL INJECTION FOR PRODUCTION 300 SL : NEW 190 SL SPORTS CAR

TWO challengers very much to be respected in the high-performance field have come from the Mercedes-Benz firm of Germany: they are a petrol injection production version of the 300 SL—the 3-litre six-cylinder—and a new sports car, the 190 SL, a 2-litre four-cylinder with normal carburation.

As was to be expected, the Stuttgart firm was pressed for production of the 300 SL after its successful racing season in 1952, when it won at Berne, Le Mans, the Nurburgring and in the Carrera Panamericana in Mexico. But that the production version should have petrol injection came as a surprise. The injector system is the Bosch version and the pump is driven by intermediary gears from the front of the crankshaft. Permitted improvement in inlet manifolding as a result of fuel injection, and the higher compression ratio allowed (8.55 to 1) result in an output increased by 40 b.h.p., bringing the figure up to 240 b.h.p. at 6,200 r.p.m. The engine design is such that a continuous speed of 6,000 r.p.m. is permissible, resulting in the following available speed table for the alternative rear axle ratios which can be supplied:

With 3.42 to 1 rear axle

R.p.m.	First	Second	Third	Top
	m.p.h.	m.p.h.	m.p.h.	m.p.h.
5,000 ..	44	76	110	146
5,200 ..	48	82	119	158

With 3.25 to 1 rear axle

5,000 ..	47	80	116	163
5,200 ..	51	86	126	166

As in the prototype racing models, the engine of the production 300 SL is tilted considerably over to the left to keep down

the bonnet height and maintain a low centre of gravity. Large-diameter valves are operated by a single overhead camshaft with special high-lift cams, the shaft being driven by duplex roller chain. The injection pump is fitted on the left side of the engine and on the right side separate exhaust branches feed into the single outlet pipe with a wide sweep. The crankshaft has seven bearings and is fitted with a large vibration damper; fan, water pump and dynamo are driven by a triangulated V-belt. Lubrication is dry sump with a large oil cooler.

Transmission is through a four-speed, all-synchromesh gear box and an undivided propeller-shaft to a hypoid rear axle, independently sprung by the well-known Daimler-Benz swing-axle system.

The gear change is by a central lever, and the company claims that the 300 SL will accelerate smoothly from 15.5 m.p.h. to 165 m.p.h. in top gear. The injection equipment includes a thermostat and an altitude compensator, and the 300 SL does not differ from normal cars of its calibre in its fuel requirements, 80 octane petrol being suitable.

The basic structure of the car is of small diameter tubing and the suspension is by coil springs all round, with wishbones at the front. The Al-fin brake drums have a turbine blade arrangement on their outer circumference to aid cooling; brakes are hydraulic, servo-assisted.

The body accommodates two in separate seats and the doors have the peculiar operation whereby they open upwards,



Unlike the six-cylinder 300 SL engine, the four-cylinder of the 190 SL is upright in the chassis. It has normal aspiration through two carburetors instead of the fuel injection used on the larger model.



A singularly handsome body graces the 300 SL, on which the low bonnet line afforded by the canted engine is particularly noticeable. The doors are hinged in the roof.

NEW MERCEDES MODELS

continued

the steering wheel being easily removed from its splines, further to assist ingress. A double bulkhead between engine and passenger compartments assists cooling of the body during high performance, and large cooling grilles on each side of the car permit the escape of under-bonnet heat.

The new 190 SL is a two-seater drop-head coupé intended as much as a touring car as it is a vehicle for entry in races. An emergency seat is available as an extra for installation behind the front seats and a bench-type seat provides an alternative to the two single seats normally supplied. To reduce weight and air resistance, the hood and the screen can be completely removed, a smaller Plexi-glass screen being substituted. Lighter, cut-away doors are also available and the bumpers are speedily removed.

The four-cylinder engine which powers the 190 SL can, perhaps, be regarded as the 300 unit with two cylinders removed. The bore remains 85 millimetres but the stroke is reduced to 86.3 millimetres; the resulting capacity is 1,897 c.c. This is a high-revving engine and develops 125 b.h.p. at 5,500 r.p.m. Fuel supply is by two horizontal carburettors and the compression ratio is 8 to 1. The overhead camshaft is driven by a roller chain which is provided with automatic adjustment and there is a built-in cooler for the dry-sump lubrication system.

Transmission is through a four-speed all-synchromesh gear box with permissible speeds of 50 m.p.h. in second, 80 m.p.h. in third and a maximum in the neighbourhood of 118 m.p.h. The reasonable weight of the car (2,315 lb with spare wheel and tools) should result in good acceleration.

Considerable ingenuity has been used in the chassis design to permit units of the 180 saloon to be embodied, including the elaborate built-up U-shaped box-section pressing which accommodates the engine, front suspension and steering. This pressing is attached to the unit-construction body by bolts with interposed rubber insulating pads. The gear box is also that used on the 180 but the brakes on the 190 SL have the turbine-blade cooling arrangement that applies to a 300 SL. Suspension is independent all round with the aid of coil springs, wishbones being

used in front and swing axles at the rear. Steering is of Daimler-Benz design and employs recirculating balls.

Two people are normally accommodated by the standard body and considerable luggage space is available in the rear locker and behind the seats. A spare wheel is mounted vertically in the locker. The permissible modifications already outlined mean, in effect, that two versions of the body are offered, one the drop-head coupé in touring trim and the other the

190 SL SPECIFICATION

Engine.—4 cyl, 85 x 83.6 mm. 1,897 c.c. Compression ratio 8 to 1. 110 b.h.p. at 5,500 r.p.m.

Transmission.—Clutch, dry single-plate. Four-speed all-synchromesh gear box. Overall ratios, top 3.7, third 5.66, second 8.81, first 14.98 and reverse 14.5 to 1.

Final Drive.—Hypoid bevel. Axle ratio 3.7 to 1.

Suspension.—Front: Independent, wishbones and coil springs. Rear: Independent, coil springs and swing axle. Telescopic hydraulic dampers front and rear.

Brakes.—Hydraulic. Front: Two leading shoe. Rear: Leading and trailing shoe.

car suitably stripped for sporting events. The centre-lock disc wheels of the 300 SL are replaced by bolt-on wheels for the 190 SL.

It is interesting to note that the wheel-base of 7ft 10½in is the same for both cars while the smaller-engined model has an even wider track and is slightly higher (2.2in). Prices have not been announced for either car but it is expected that the 190 will cost about £1,000 in its country of origin.

300 SL SPECIFICATION

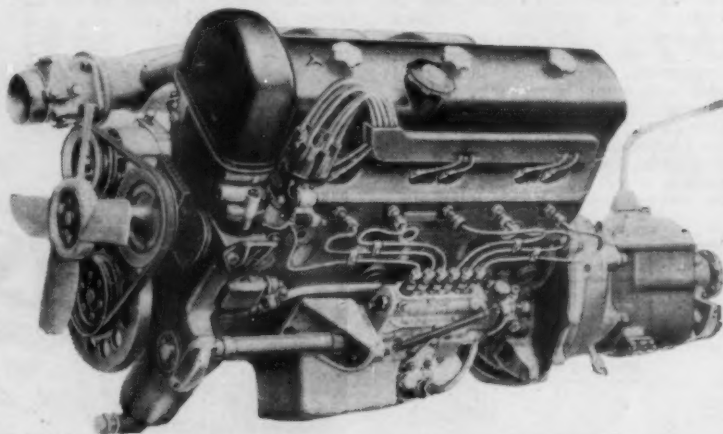
Engine.—6 cyl, 85 x 88 mm. 2,996 c.c. Compression ratio 8.55 to 1. 240 b.h.p. at 6,200 r.p.m.

Transmission.—Four-speed all-synchromesh gear box. Overall ratios (with 3.42 to 1 rear axle); top 3.42, third 4.53, second 6.33, first 10.81 and reverse 10.91 to 1. With 3.25 to 1 rear axle; top 3.25, third 4.31, second 6.01, first 10.27 and reverse 10.37 to 1.

Final Drive.—Hypoid bevel. Axle ratio 3.42 or 3.25 to 1 (optional).

Suspension.—Front: Independent, wishbones and coil springs. Rear: Independent, coil springs and swing axle. Telescopic hydraulic dampers front and rear.

Brakes.—Hydraulic, servo assisted.



The extraordinary angle at which the six-cylinder engine of the 300 SL lies in the chassis is plainly seen in this picture. The fuel injection equipment is on the left side of the engine, the injector nozzles being clearly visible.



THE ATHENS STORY

WHYS AND WHEREFORES OF
A TRIP FROM GREECE TO
MONTE CARLO

By J. A. COOPER

THIS is the third time I have set out to tell the story of a Monte Carlo Rally from the standpoint of the competitor; and this time there is certainly something of a story to tell. Not a story of great success, for, although we once more found ourselves in the team winning the Charles Faroux team trophy and also received another cup, our final placing in the rally results was lower than in either of the two previous years; but a story of a journey achieved under considerable difficulties and very bad weather con-



The Sunbeam-Talbot poses in front of the ruins of the Acropolis in Athens, whence it was to start on its 2,000-mile journey to Monte Carlo.

ditions, in a year when almost all the competitors had a run as easy and uneventful as that to the coast on a summer's day.

The reason for our own story being different was that, Stirling Moss, Desmond Scannell, and myself having once more decided to compete in the rally and being invited to form once more part of the official Sunbeam-Talbot works team, we had elected to start from Athens in far-off Greece. In 1954, for the first time since before World War II, this was possible, with the ready co-operation of the authorities in Greece and Yugoslavia; but there were other—and easier—itineraries available, and our choice of Athens as a starting point led to a long succession of raised eyebrows.

Why did we make this choice? At this moment, after the event, we are inclined to ask ourselves that question; or perhaps the best answer is that given to a Greek questioner by Pierre Gay, French competitor on the same route, who in reply merely shrugged his expressive Gallic shoulders and remarked: "*Fantaisie!*" One factor which we thought to be in our favour was that the difficult sections of our itinerary came at the beginning, when we might still be fresh and undaunted, while the often critical crossing of the Massif Central was omitted altogether. The publicity aspect of the matter (and, for me, the journalistic value of the experience) also weighed in the balance; and then there was always the point of view expressed over the French radio by Harry Sutcliffe (the only other British entrant to choose the Greek route) as a reply to the same old question: "*Pour visiter Grèce!*" Anyway, the



Here we go, with flag and flash bulbs; just after 8 p.m. on Monday, January 18, we got under way from Athens.



An incongruous sight on the outskirts of Skopje; an ex-London bus, still in original paintwork but now part of Yugoslavia's national transport system.

THE ATHENS STORY . . . continued

decision was made, the die was cast, and that was that.

It was decided that we should attempt to cover the route in the reverse direction on the way to Athens before the start, but in another Sunbeam-Talbot, the rally car proper being shipped direct to Greece. This, as it turned out, was just as well. And so we started, with some ice in Northern France but otherwise an easy and uneventful run down to Monte Carlo, with some practice en route over the section between Gap and Monaco which this year formed the all-important regularity test.

We left Monte Carlo early on Tuesday morning, January 12, with a fairly tight schedule in front of us necessitating our arrival in Trieste that same night. Consequently, we did not attempt to retrace the Alpine section of the rally route (which we knew to be free from snow), but took the direct route to Turin over the Col du Tende. Up to the summit all was easy; but on the Italian side there was snow and ice, and the road from Cuneo to Turin was difficult, with hard-packed snow, deeply rutted, which put us behind time. But the *autostrada* was better, and after lunch on the outskirts of Milan the going was easy through Brescia and Padua, thence skirting Venice, and we arrived in Trieste late but satisfied with our progress.

On the Wednesday, we had set ourselves Belgrade as the objective; this was another long run of nearly 500 miles, but the latter half was also on an *autostrada* (or, in Yugoslavian, an *autoput*), so we were not worried. We left Trieste and entered Yugoslavia, and the roads for some considerable distance were good although snow covered. Admittedly, we were forced into a ditch by an oncoming truck during our crossing of the southern spur of the Julian Alps before Ljubljana, but were extricated without damage by a passing army lorryload of soldiery, and the delay was not great. At Ljubljana we had our first smell—literally—of Yugoslavian petrol, which is of low octane value and difficult to find, petrol pumps being few and far between. But everyone was extremely helpful throughout the country, and in any town of any size there is a branch of the State-run tourist and travel agency called "Putnik," which contains English-speaking assistants anxious to help by changing travellers' cheques, providing information and doing anything else within their power.

Filling in the Holes

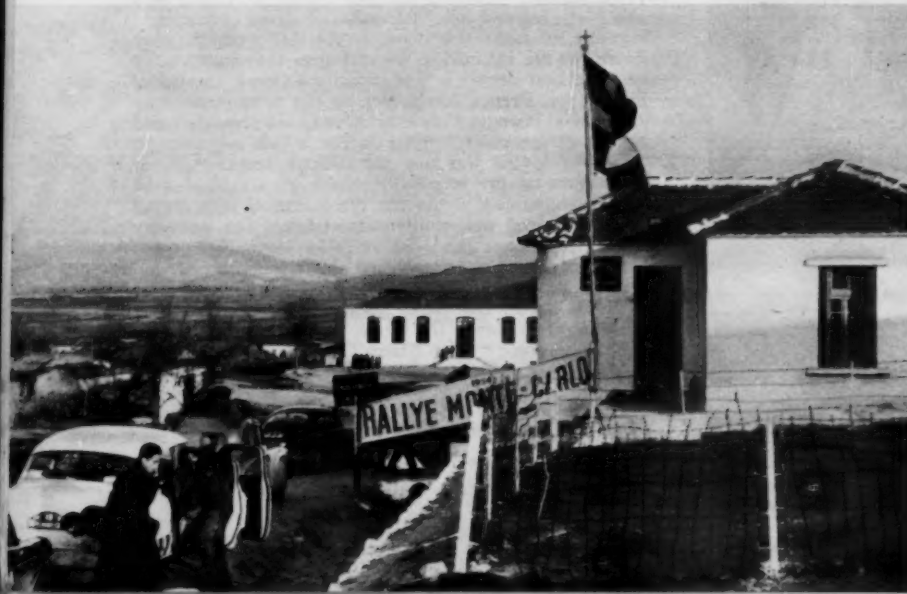
Between Ljubljana and Zagreb the road winds considerably at first, but finally levels out into a good fast stretch. We were told that in fine weather this road is badly surfaced and full of potholes, but as it was covered with hard-packed snow the going was quite good! In this part of the country we began to encounter the standard method of transport, a primitive sledge drawn by a horse or an ox, or more than one of each. Few cars are to be seen, but lorries are in evidence, and as they rarely have a rear view mirror and are not used to being overtaken they can provide quite a problem.

The one *autostrada* in Yugoslavia extends from Zagreb to Belgrade, a distance of some 250 miles, and was built in an unbelievably short time just after the war. When we eventually found its commencement we could hardly believe its existence, for it seemed to consist merely of a track across an unbroken expanse of snow, with pedestrians and sledges dotted here and there. But it proved possible with concentration to maintain a cruising speed of 60-70 m.p.h. on this surface, and the miles reeled by. There are only two petrol stations-cum-restaurants on the whole length of this road, and it was after we had passed the second of these (100 miles from Belgrade) that difficulties really began, coinciding with the disappearance of daylight.

The snow became deeper, likewise the ruts left by lorries; and the hard frozen ridge in the centre of the road rapidly assumed proportions that caused it continually to scrape the underside of the car. A minor collision with an oncoming car, one of the very few seen, did not help matters and deprived us of one head lamp; but it provided further proof of the friendly attitude of the Yugoslavs, the driver refusing all our endeavours to exchange names and addresses, but waving us on our way regardless of the fact that his own car was immobilized and he and his friends

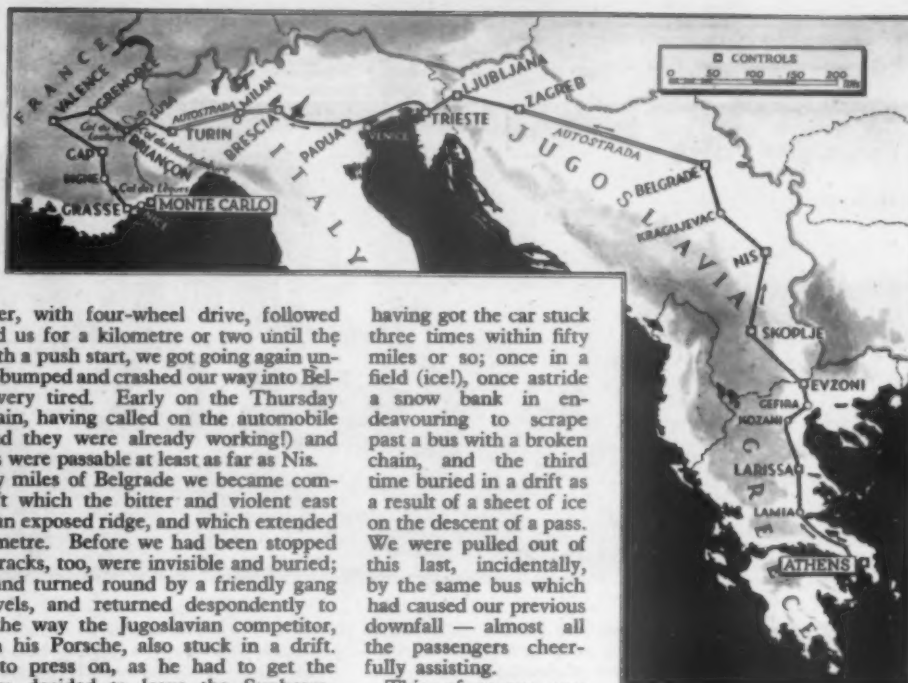
were stranded in the middle of nowhere! For some time, Moss kept the car going, explaining that the only way was to keep the speed above sixty and, if necessary, wiggle the car rapidly from side to side so that each rear wheel in turn obtained traction on the central ridge. It sounds ridiculous, but is perfectly true; eventually, however, even he had to admit defeat and we ground to a stop, wheels spinning ineffectually.

We had previously passed a chain-shod British-registered Jaguar, of all things, and this now caught us up. But it could do nothing; fortun-



The Greek frontier post at Evzoni, at which point competitors on the Athens route crossed the border into Yugoslavia.

The route followed by the Athens starters; other competitors were first seen at Valence.



ately a Willys Jeepster, with four-wheel drive, followed before long, and towed us for a kilometre or two until the chain broke. Then, with a push start, we got going again under our own steam, and bumped and crashed our way into Belgrade, very late and very tired. Early on the Thursday morning we set off again, having called on the automobile club (at 7.15 a.m.—and they were already working!) and been told that the roads were passable at least as far as Nis.

But alas, within sixty miles of Belgrade we became completely stuck in a drift which the bitter and violent east wind was piling up on an exposed ridge, and which extended for at least half a kilometre. Before we had been stopped for three minutes our tracks, too, were invisible and buried; but we were dug out and turned round by a friendly gang of roadmen with shovels, and returned despondently to Belgrade, passing on the way the Yugoslavian competitor, Milivoje Vukovic, with his Porsche, also stuck in a drift. He, however, elected to press on, as he had to get the Porsche to Athens; we decided to leave the Sunbeam-Talbot in Belgrade (it was by now a little sorry for itself, with a blown exhaust gasket as well as the earlier damage) and to proceed to Athens by other means.

Express

No aircraft schedules coinciding with our requirements, we succeeded in doing this by the Simplon-Orient Express, which left Belgrade (50 minutes late) at 8.10 a.m. on the Friday and averaged just over 20 m.p.h., taking 29 hours to reach Athens; I think in all we played Canasta for about 18 of those hours, Stirling amassing most of the crew's spare cash in the process! It was a great relief to disembark in a warm and sunny climate, which soon erased the memory of the near-zero temperatures of the previous few days.

Now it was Saturday afternoon, and the rally was due to commence on Monday evening. Everyone in Greece was so helpful and enthusiastic that the two days passed in a flash, getting the car checked over, buying additional equipment (including two really long-handled shovels) and discussing the Greek sections of the route, which we had not seen, with other competitors. Sutcliffe, who had been two days before us, had got through over the whole route, although at one stage the Morris Minor had been towed for nearly twenty miles by two horses and a sledge; the Porsche, however, arrived in Athens a day later than we did, Vukovic having had to admit defeat, return to Belgrade, and put car and all on the train.

So, on the Monday evening, we left the floodlit Acropolis (carrying number 1, we were first car away), blinded by dozens of photographers' flash bulbs and shooting down a narrow lane of packed spectators. To Lamia, where we refuelled, the roads were good and with but little ice; between there and the first control at Larissa, however, a driving snowstorm made visibility difficult and proved the worth of the long hoods which we had fitted to the Marchal wide-angle auxiliary lamps. In the next section road conditions became worse, and I must confess to

having got the car stuck three times within fifty miles or so; once in a field (ice!), once astride a snow bank in endeavouring to scrape past a bus with a broken chain, and the third time buried in a drift as a result of a sheet of ice on the descent of a pass. We were pulled out of this last, incidentally, by the same bus which had caused our previous downfall — almost all the passengers cheerfully assisting.

This, of course, was all night work, and Stirling then took over as far as the Greek-Yugoslav frontier at Evzoni. By now it was daylight (and very cold), and the sight of the Yugoslav customs officials sitting in a rough plank lean-to shed, with a rudimentary brick stove, against the wall of the as yet uncompleted custom house, made us grateful for a good heater and the comparative comfort of the Sunbeam-Talbot. One or two competitors had already lost marks; but the next section, to Skopje, proved easy, especially with the added two hours which we were granted for frontier crossings; although the roads were earth-surfaced, progress was simple, and the hotel in Skopje gave us a very good lunch and tremendous hospitality. Here we refuelled again, before entering the control; but at the next few controls we were to find this impossible, the only refuelling points being on the exit roads.

For that section I had been at the wheel; but now Moss took over again, as the two sections Skopje-Nis and Nis-Belgrade were likely to be critical. The former began to look even more critical after I had caused him to miss the correct road coming out of Skopje, and he had later buried us in yet another snowdrift in attempting to pass an oncoming Model A Ford. In making up time we hit a sunken wooden bridge with 120 k.p.h. (75 m.p.h.) on the speedometer. I thought the car would turn end-over-end; the steering locked momentarily and three of the wheel rims acquired dents. But none of the tyres burst, and we carried on to Nis, still with time in hand.

Dusk had now fallen again; I got into the back (which was curtained off) and my recollections of the section to Belgrade are hazy. But this was the worst of all; twice more we were stuck, and the shattering crashes from the



Three girls in gay national costume add colour to the scene on a bridge on the way out of Skopje.

THE ATHENS STORY continued

Through the windscreen; crowds lined the pavements to watch the rally cars through all the Yugoslav towns.



rough roads (which had been cleared by Herculean labours, mainly by the army, the snow being at times five and six feet deep on either side) made any rest impossible. To cap it all, our roof rack, complete with two chain-shod spare wheels, two shovels, the unditching winch and sundry other items, broke loose and thumped down on to the bonnet before bouncing off into the snow. We had to stop to retrieve the wheels; the rest we abandoned, and the wheels and I bounced about in the back seat together for the rest of the run to Belgrade, the chains doing me no good at all.

In the circumstances, it is a tribute—if any is needed—to Moss' driving that we had almost thirty minutes in hand on entering Belgrade; but we could not find a refuelling point before the control, so it availed us little. The crowds here—as in every Yugoslav town—were enormous, and the food parcels and gifts thrust into the car became an embarrassment, for we simply had not room for them all. Eventually we were away again, and it fell to me to essay the *autoput* and its frozen ridges. These, however, had been

bulldozed to some extent to reduce their height, and progress was possible at a good speed, although great concentration was required and it became an arm-aching job before many miles had been covered. The main trouble was that the mechanism beneath the car became jammed with frozen snow and ice, and on one occasion I suddenly found that I could barely move the steering wheel and could not move the brake pedal at all; as this road is almost straight, these components had little use for miles on end. This led to an ice-chipping session beneath the car at our first petrol stop.

It was dark, as we had not left Belgrade until 11 p.m. On this section I saw three large deer, or elk (the size of a large pony, plus enormous antlers), one of which played "last across" in front of the car; but as my companions were both asleep nobody will believe it! These were added to the extraordinary curly-haired rough-coated pigs and the large wild foxes which we had already seen in the eastern half of the country; but no wolves, as far as I was



A sorting-out process; outside Trieste we had to choose the items most worthy of retention from all our Yugoslavian gift parcels.



Trouble spot in recent months, Trieste was quiet enough during the rally, and competitors' cars were the centre of attention for all nationalities.



The Sunbeam-Talbot was fitted with Swiss Pallas snow tyres on all four wheels.

(Right) The Yugoslav driver, Vukovic (seen behind his Porsche, talking to Moss), was extremely friendly, in spite of the language difficulty.



concerned, appeared to plague us. After the second petrol stop, Scannell took over and we made good time to Zagreb; here there was less snow, but it was equally cold. The run thence to Ljubljana and Trieste was comparatively uneventful, over hard snow but quite good going.

Outside Trieste we stopped to take stock; apart from several broken lamp bulbs, the car seemed to have stood the pounding amazingly well. In the city we received a great welcome, and there was time to have the steering greased and the oil levels in the transmission checked; nothing, however, needed to be done. The Italian sections of the route were easy by comparison with those we had seen, a little mist being the only trouble, while the smooth roads—including a lot of *autostrada*—were a delight. We had one longish stop before Milan, leaving the *autostrada* to find a garage and raise the car on a ramp, to investigate a thoroughly nasty knocking noise which sounded as though the transmission were coming out by the Rootes. However, it proved to be nothing worse than the slightly displaced exhaust system hitting the chassis, which at that time—we were all tired—was an immeasurable relief.

Last Night

Now the third and last night of the rally was upon us; to Turin was all *autostrada* once more, and then we set off with Stirling at the wheel en route for Susa, the Col du Montgénévre and Briançon. On the way up the col we had a puncture, of all things; but the wheel was quickly changed (with the help of the Porsche crew, who insisted on stopping to make sure we were all right), and although there was snow here it, again, was hard packed and easy. Thence to Grenoble by the short route over the Col du Lautaret (usually closed at this time of year), which gave us a lot of time in hand, partially employed in having our puncture repaired. This proved to have been caused by one of the blows which had dented the wheel rims back in Jugoslavia, although the tube had not started to deflate

for 30 hours afterwards, a curious phenomenon. Valence; Gap; and now the regularity test was upon us. Scannell had the whole thing worked out, and we decided just before the actual run over the Col des Lèques, from information received, that we would aim high, for a speed of 64 k.p.h., which meant a time of 11m 15s over the col.

Unfortunately our gen proved to have been slightly duff, for there was ice on the road in patches which nearly had us in the ditch before we got going. Once on the move, however, Stirling tore into the job and threw the car around in a fantastic way; accustomed as I was to his abilities, there were two occasions when I held on to everything within sight and thought to myself, "Moss or no Moss, we shan't get round this one!" It was all right for Desmond, who had his eyes fast on his watches and pad the whole time; I, as kilometre-stone spotter and hazard-caller, had to look where we were going. The result was a time of 11m 21s, which proved to have been fastest of the day and won us an enormous cup (the Coupe de la Ville de Castellane), but which unfortunately spoilt our attempt at a regular 64 k.p.h. and dropped us many places in the final result.

The remaining two sections were easy (Desmond having swiftly adjusted our schedules to match our actual speed over the Col des Lèques, which was the master section on which the others were judged), and so we finally came down into Monte Carlo, very thankfully, the first car to arrive from Athens by a large margin. The rest is history;

The Col des Lèques was almost, but not quite, free from snow and ice at the time of the rally regularity test.



THE ATHENS STORY continued

we were then lying seventeenth in general classification, and the handicap formula for the speed test round the Grand Prix circuit so favoured the small-engined cars that even Moss' fastest lap could lift us only two places in the final result. We had, however, the satisfaction of assisting in the capture by Sunbeam-Talbots of the Charles Faroux team prize for the second year in succession, of being fourth British car home (and first Sunbeam-Talbot), and as the next best car from Athens finished 189th, we had at least won our own little rally!

I am sorry not to say more about our companions from Athens; as there were only fifteen cars in all in this group, we quickly became well acquainted, and the spirit of camaraderie was very marked; not once did one of them

leave us alone in trouble without stopping to help or at the very least to make sure that things were not serious. They were a very good group indeed. Credit must go to Harry and Mrs. Sutcliffe, who brought the Morris Minor through in good order, although they had lost time at both Evzoni and Belgrade.

The Sunbeam-Talbot behaved extremely well, and the Pallas snow tyres once more proved their excellence in the very bad wintry conditions encountered on the Athens route. Once more we got through without quarrelling amongst ourselves; as this is the third year in succession, we can now consider the partnership proved beyond question! So that was the 24th Monte Carlo Rally; and that, for the present, seems to be that.

EQUIPMENT FOR THE JOB

MORE AIDS TO SUCCESS
SEEN ON THE MONTE
CARLO RALLY CONCOURS
DE CONFORT ENTRIES



INSTRUMENTS

1. Unusual layout for Anderson and Hastie's prize-winning Hillman Minx. The fifteen switches on the panel were wired to fog lamps, demisters, petrol pumps, wipers, heaters and so on.

SANDING

2. A chute directed sand in front of the rear wheels on the Anderson-Hastie Hillman Minx. 3. On the Couper Armstrong Siddeley Sapphire containers inside the rear compartment contained the sand which was released by taps down a pipe to the rear wheels.



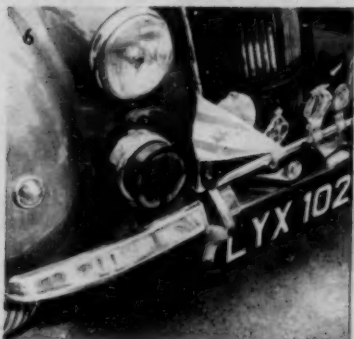
DE-DITCHING

4. Flinterman's front wheel drive D.K.W. had a hub winch on the front wheel. 5. H. Feldman's Riley carried a detachable hub winch and a substantial jack to lift the rear wheel. The wash-basin carried by this car is also visible.



LIGHTING

6. A heater was fitted to the fog lamp of Feldman's Riley to avoid icing. 7. The fog lamps on Halvorsen's D.K.W. were mounted behind a front apron, which was remotely controlled from the driving seat. Direction and height of lamps were also remote controlled.





Continuity of Effort

CONTINUITY of effort in the search for an ideal has always been the guiding principle of Rover designers. Alert to apply the latest scientific discoveries, they have succeeded in producing cars which are a pleasure to look at, a delight to drive and offer a high resale value after long and trouble-free service.

For 1954 three models are presented—the "Sixty" (4-cyl. 2-litre), the already famous "Seventy-Five", and the "Ninety" (6-cyl. 2½-litre). Progress in design is exemplified by a number of improvements common to all three cars, including synchromesh on second, third and top gears, and a new central gear change. Rubber bushes and sealed bearings virtually eliminate grease-gun service.



A large boot is provided at the rear of the car with an unobstructed floor, and is lined with rubber and felt. The spare wheel compartment is completely separate from the luggage. Note the neat flush fitting spring flap, covering the petrol filler cap. Locked from inside the boot, it foils pilferers.

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MORE and more motorists are fitting Eagle tyres and LifeGuard Safety Tubes by Goodyear. The reason? They know that this time-tested equipment is the perfect combination for safe, trouble-free mileage. This was proved once again during the recent Monte Carlo Rally — when many drivers fitted Goodyear tyres and LifeGuards to avoid the risk of delay or elimination through tyre failure.

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The LifeGuard is a tube within a tube. In the event of a burst, the tough fabric inner tube takes the sudden impact. Only air in outer chamber (B) is released, reserve air in inner chamber (A) escapes gradually through 2-way valve — the effect is no worse than a slow leak.

For fast driving, hill-climbing, tricky turns, fast stops, wherever the going is toughest — make Goodyear your first choice.



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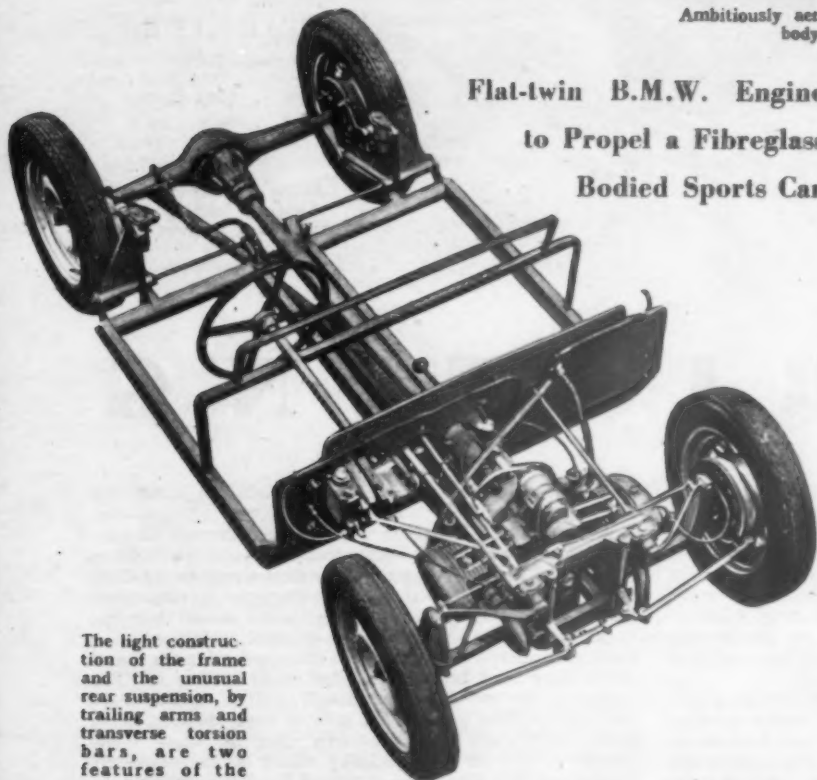
SPEED in a GLASS CASE



217

Ambitiously aerodynamic; this Fibreglass model of the body has a futuristic look about it.

Flat-twin B.M.W. Engine to Propel a Fibreglass Bodied Sports Car



The light construction of the frame and the unusual rear suspension, by trailing arms and transverse torsion bars, are two features of the chassis.

PRODUCTION of a 750 c.c. sports saloon powered by an air-cooled flat-twin B.M.W. engine and fitted with a Fibreglass saloon body is projected to begin soon in London. The car has been designed with the special requirements of 750 c.c. enthusiasts in mind: to be economical to run, inexpensive to buy, and the saloon body to be light enough to preserve the sporting characteristics of the engine and chassis. For this reason, the body has been constructed entirely of Fibreglass, which combines strength with lightness, is an extremely versatile compound, and is quickly repaired if accidentally damaged.

Although the prototype body is still in its experimental stages, a scale model has been wind tunnel tested by Mr. Edward Eales, a director of Universal Laminations, Ltd., 58, Holland Park Mews, London, W.11, and the original design has been modified to attain, as nearly as possible, an aerodynamically perfect shape. The only external protrusion is the integrated insect deflector which is located well forward on the bonnet top. A hot-air duct

is also faired into the bonnet, which supplies the windscreen with an external de-icing flow—a very useful feature in winter.

The intakes for the air-cooled B.M.W. engine are also the head lamp housings, the actual lamp being mounted in the centre, surrounded by a fine mesh grille. A large window area has been decided upon, and a common failing on many sports cars has been cleverly avoided. Owing to the insertion of curved continuation panels above the two side windows, the driver and passenger will not have to contend with a poten-

The B.M.W. engine is slung low in the chassis. The damper arms are also the upper transverse links.

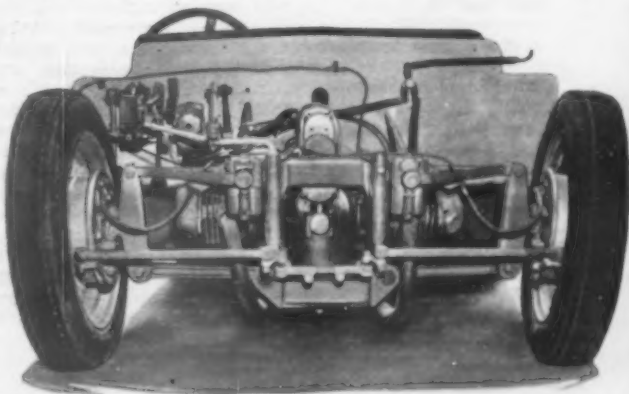
tial blind spot. Since the car has an overall height of only 3ft 9in, this should prove very useful.

The chassis is of channel and tube construction, and the front wheels are independently suspended by torsion bars which can be individually adjusted to vary the ride. The rear wheels are also torsion bar suspended, and on the prototype a Morris Eight standard ratio rear axle is used. Armstrong hydraulic dampers are fitted all round, and Lockheed hydraulic brakes are used. On the prototype chassis, bolt-on disc-type wheels are fitted, but it is intended to offer centre lock wire wheels for competition work. A short steering column is bolted to the forward bulkhead, and the drop arm, operating in a vertical plane, is connected to the two-piece track rod by a ball-jointed crank.

Transmission

Transmission is via a normal Austin Seven dry single-plate clutch and three-speed gear box. Layrub universal couplings are fitted to the conventional one-piece propeller-shaft. The exhaust system employs a single centrally mounted silencer to which the pipe from each cylinder is connected; a single tailpiece is used.

Although it is not intended to put the car into production in its present form, a number of prototypes will be built, enabling the makers to experiment, with proposals that the body should be as adaptable as possible. One idea under serious consideration is that the top part of the body should be detachable. It is hoped to have the first production model available before the end of July. When this model has been produced in reasonable quantities the intention is to instigate a scheme whereby potential purchasers will be able to amass the main components separately and construct the car on their own premises. Body shells will be sold in a rough, unfinished state or in semi-finished condition to suit the pocket of the buyer.



THIRTY-TWO HOURS AWHEEL IN SNOW

By
**PETER
GARNIER**

As the sun rose on Sunday morning, January 31, it threw long shadows across the snowy road to Grassington.



D R I F T I N G

IN the course of a year's motoring in pursuit of sporting events of various kinds there are always one or two journeys which stand out in the memory. These do not necessarily have to be abroad; the British winter in its worst moods can provide a memorable journey. The usual hazards of conducting a car along the congested roads become a lesser evil; one sets forth with a feeling of adventure and a sneaking hope, as the lock of the garage door clicks home, that the car will be as unblemished next time one locks the door.

During Britain's recent convincing demonstration that it can do as well as the Arctic in the way of wintry weather, the Cambridge University club held its Lent Term rally. The organizers are of the sound opinion that the results of a rally can be sorted out on the road, provided that the route and the weather are carefully chosen. So far they have succeeded admirably in their aims, and this year's event showed conclusively how much adverse weather conditions can put back into motoring the adventure that modern reliability has taken out of it.

The car used for the occasion was the personal 1950 Standard Vanguard with 33,000 miles on the odometer. The crew consisted of a co-driver, normally Rolls-Royce mounted, and a non-driving navigator. In addition to a fair load of Scotch eggs, cold sausages and anything else that would help during a long spell in a snowdrift, chains, a shovel, two doormats and a wooden chock were carried.

Of the two alternative starting points, Huddersfield and St. Neots, in Huntingdonshire, the latter was chosen as being slightly nearer home, and at 3.30 p.m. on Saturday we set off. The roads were icy but a 35 m.p.h. average was easily maintained. After the alarming weather reports that had filtered through to St. Neots the early part of the route through Thrapston, Kettering and Market Harborough seemed almost disappointingly ordinary. However, the anti-climax was short lived; by Leicester snow was falling, and as we climbed the steep narrow street out of Ashbourne, in Derbyshire, we realized that it was not going to be easy. At Buxton the schedule allowed a stop of an hour for dinner, during which snow fell steadily, and we moved off from the

Palace Hotel in the amazing stillness that seems to fall with the snow.

Woodhead, the first control, was reached through Chapel-en-le-Frith and Glossop—odd-sounding names which to us (in spite of Ferodo) were no more than towns on an Ordnance Survey map, linked by a road that gave the impression that we were sitting in a darkened wind tunnel with the car's lights on and an endless mass of white confetti whirling down the tunnel towards us. The country outside the tunnel might have been beautiful but we could not see it. The interior of the car was warm enough to sit in without coats, and the excellent demister, in spite of every window being firmly shut, kept the windscreen clear of "fug." The interior of the car was gradually taking on the disorderly appearance that long periods awheel inevitably produce.

Into the Rough

From Woodhead the route still kept to good roads—red on the map and white in reality—to the next control at Upperthong to the west of Holmfirth. The surrounding countryside was a wide expanse of dark brown on the map. A bit of cross-country navigation followed as far as Todmorden and then by red roads again, through Burnley and Whalley northwards to Clitheroe and the end, for some time, of good roads. The 30 m.p.h. average had required intense concentration but few risks, so far. Now we took to lanes; thick snow covered them and relentless stone walls and ditches lined their sides. Occasionally we passed large notices saying "Beware of falling rocks." These were not treated with the respect they deserved. We felt we had enough in hand to beware of without considering possibilities.

The snow was falling hard and we caught up with a competing Avon Standard and used it as a guide. We followed for some time, feeling grateful for its driver's help until he led us down to a farm drive and we had to reverse out again. He led us on to the Dunsop Bridge control where we joined the queue of competing cars for petrol, filled up and pulled on to a grass verge to eat. It was then 11.30 p.m.;

we had covered 285 of an estimated 700 miles. As we drank hot soup we thought of the three bent cars we had seen so far and of the endless corners on which we had seen skid marks which ended in the bank. We wondered how long it would be before we left such tell-tale tracks ourselves and how the Vanguard would look at the end of the journey.

We moved off soon after midnight and found our guiding Standard Avon a few miles on with its right side badly bent after sliding into the wall. Efforts to reward the driver's earlier assistance to us were refused, as he was still able to progress, though having retired; we left him and passed on through Wigglesworth and Long Preston to Settle with a welcome stretch of A65 between the latter two towns before striking off into the wilds again. The only mechanical trouble of the whole run happened a mile or two on at Studford. The interior of the car had become uncomfortably warm and the engine thermometer showed a reading of 100 deg. We opened the bonnet and found no worse than a broken fan belt. Mercifully, we had a spare which was fitted, though the process entailed lying on the ground on one of the doormats. Among the spares that one should carry on a journey of this sort a fan belt is not often considered. And yet, on the Vanguard, on which the fan and dynamo are both driven by the same belt, its breakage can be very serious, particularly at night.

We got back into the car dirtier and very much colder. This incident had passed unnoticed by the non-driving navigator, who was neglecting her duties, fast asleep on the back seat. We moved off and, as we approached Horton-in-

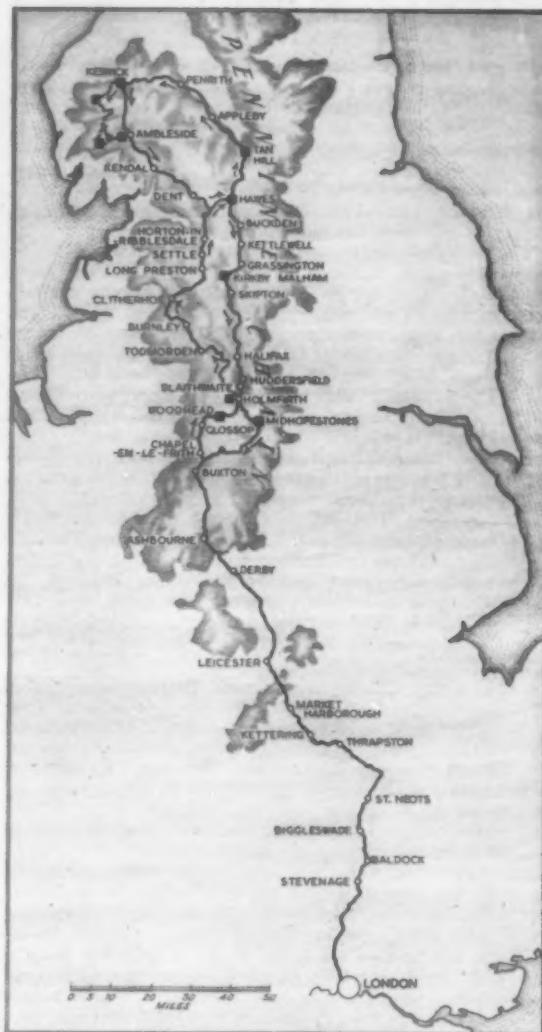
A L O N G

Ribblesdale, we saw a figure in the head lamp beam waving a torch. We stopped just short of a sharp right-hand corner with a low wall on the outside. The torch waver informed us that he had seen eight cars hit the wall. One had gone through and balanced resting on the chassis frame halfway over the edge of a 10ft drop. We thanked him and arranged to pick him up at the finish at Buxton, his car being one of the eight and unserviceable.

Cross Fingers

The succession of minor incidents—cars with their noses to walls, up banks and so on had the odd effect of half-intimidating and half-flattering one because the Vanguard, as yet, was in one piece. We had given up all hope of keeping up the set average—as had most competitors—contenting ourselves with a process of slowly moving back in the field until we reached the finish in company with the last competitor. A long delay near Hawes put us well back. The control was approached through Burtsett, to the east

During the night it became very difficult to see which was road and which was ditch, as can be seen in this dawn photograph taken near Hawes.



of Hawes, and up a steep hill. We stormed it in first and the wheels spun and we stopped. We put on the chains, two sections to each wheel, and tried again. A chain broke and in deference to the differential we took them off again, slid sideways to the foot with all four wheels locked and decided to miss out the control.

By this stage there were odd competing cars on almost every road in the district. Some were ditched—we saw a pre-war red Aston Martin well and truly stuck in a position from which nothing but a crane could have saved it. Later on it was seen miles from its resting place. The dauntless and resolute driver, it appeared, had taken down the wall and driven away through the gap! A Morris Six was found with its crew of two in the highest possible spirits. A marshal on the Burtsett hillside had told them that eighteen cars had come to grief on the downhill beyond the control and so they had retired rather than damage their car. While we talked to the Morris' crew an M.G. came slowly past with about 6in toe out on its front wheels. One of our friends called out to its driver, "Good for trade," as it went by. It is surprising what an amazingly pleasant side of human nature is brought out by adversity.

So on to Tan Hill, exposed, windswept and remote in its sea of dark brown on the map of Yorkshire. It has been on the London-Edinburgh Trial route—at Whitsun. Little winding roads led up to it flanked by stone walls and bearing more traces of skids. From there, away through Brough, Appleby, Penrith and on to Keswick, the

DRIFTING ALONG... continued

rally route led to Buttermere and over Wrynose and Hardknott passes. From experience of this event last year it was decided to omit these and rejoin the route at Skelwith Bridge, near Ambleside. The descent of Wrynose can be a very real danger with its sharp hairpins and sudden drops; once the wheels start sliding there is little one can do but pray, and it seemed an unnecessary risk for the non-competing everyday car. Thus the main road was taken, past Helvellyn and south to Skelwith Bridge.

The marshals there were sitting in a Jowett Jupiter, covered in rags. While we talked to them three cars came through, bringing the total of those which managed Hardknott to five. There was not much snow here and the cars accelerated away with sparks flying from their chains on the icy road. We left the control at 6.10 a.m. and went on through Windermere to Kendal just as dawn was breaking. The sky was a deep, cold blue with heavy snow clouds over the high hills and a small crescent moon was low over the horizon. It was odd to be able to see for the first time the wintry scene through which we had been driving all night. At Windermere we found a lost-looking Morgan and called out to the driver to enquire if he wanted any help. "No," he shouted across the square. "We've just had a ten-minute kip and the police woke us and moved us on."

After passing through Sedburgh we started gaining height quickly and were soon back to the snow level. A fair amount of new snow had fallen and the roads were very slippery indeed. The few cars we saw were bowling along leaving a turbulent cloud of white in their wakes.

Black, White and Blue

The road back to Hawes looked magnificent in the cold morning light with the trees as bare silhouettes against the sky. From Hawes a sharp right turn led up Wether Fell. The marshal at the foot of the hill told us that several cars had failed to climb, so with reduced tyre pressures we stormed it in second gear. The first steep climb was accomplished and we were congratulating ourselves when, round a corner, appeared a further and longer climb up to the horizon. We stopped only a quarter of a mile from the top, got out and surveyed the scene. As we did so the car slid gently backwards to an angle of 45 deg.

There was nothing for it but to shovel away the snow as far as the top of the hill. A providentially placed heap of gravel was found under a mound of snow, which helped matters considerably. Progress was effected in stages of a hundred yards at a time. During this a Bristol came charging up, with the driver hand on horn, and helplessly we watched it. However, in spite of his confidence, he came to rest two or three hundred yards short of us. There the car sat with the wheels spinning until, surrounded in clouds of steam both from the rear tyres and from the engine, the

A halt was necessary to remove packed snow from beneath the wheel arches. The brook which becomes the River Wharfe, visible beyond the car, was frozen.



With the chock behind the left side rear wheel the Vanguard waited till the surface had been cleared of snow and gravelled before climbing the last 100 yards of Wether Fell.

driver decided to resort to strategy rather than bull-at-a-gate methods—the strategy including waiting till we had cleared and gravelled the hill. Nearly an hour later we staggered over the brow and sank, exhausted, into the car.

After this delay it was decided to omit the next control and course was set for Settle and Kirkby Malham. Snow driving is so unusual in this country that one seldom has time to become accustomed to it. By now, however, we had become almost at home. If one pointed the front wheels at a corner and the car went straight on, it soon became second nature to tug at the hand brake to start the rear wheels sliding, and round the car came. The main danger lay in an unexpected encounter with the stray local car, but this, mercifully, did not happen. The sudden drops down 1 in 5 hills were alarming, but one learned to watch for the warnings provided by the landscape that such a hill lay ahead and adjusted speed accordingly. The great increase in stopping distances was allowed for and the expedient of putting the left side wheels right over into the (one hoped) rough-surfaced edge was often of assistance in stopping.

And so downwards, geographically and in height, towards Skipton, Keighley, Halifax and Huddersfield—black towns looking odd with their roof top coverings of white. In contrast with the crisp white roads of the hills, the streets were filled with the dirty mixture of thawed snow and mud that results from the passage of the Corporation's snow clearing machinery. Two more controls remained to be visited, one just south of Penistone, at Midhopestones, and the second a few miles to the west of Sheffield.

And Then There Were . . .

We learned from the marshals that only ten competitors out of the 99 who started remained in the rally; this number was subsequently increased to 17 as the stragglers came in. At Midhopestones we saw our forceful Bristol acquaintance again and noticed that the tread had entirely disappeared from one of the rear tyres.

A few more miles of main roads took us back to Buxton and the finish at the Palace Hotel. A handful of competing cars was there, dirty and battle scarred. We heard tales of encounters with walls and other adventures as we had lunch. It had been an exciting journey of a sort that one seldom finds nowadays and I would not care to have missed it. The Vanguard had proved to be entirely manageable on snow and ice, despite forecasts from friends concerning the short wheelbase and resultant lack of cornering powers. An outstanding memory of the trip had been the extreme efficiency of the heater and the hothouse atmosphere of the car.

We set off to London at 2.30 p.m. and at 7.30 on Sunday evening the garage lock clicked shut behind an undamaged Vanguard. We had covered 750 miles since we had left home 32 hours before, for a fuel consumption of 31 gallons and a meagre pint of oil.

NEW SHAPES FOR OLD



OLDSMOBILE F88 SPORTS

221



OLDSMOBILE CUTLASS

AMERICAN
EXPERIMENTAL AND
SPORTS MODELS SHOW
CONSIDERABLE
ORIGINALITY

THERE is, perhaps, a little of the tongue in cheek about some of the latest creations that are appearing under the aegis of the big U.S.A. manufacturers; there is also a shrewd appraisal of the value of a striking body shape from the point of view of publicity. The latest batch of such designs, some of which are shown on this page, confirms the impression, however, that in body styling the Americans, influenced by the Italian school, are beginning to show a tendency to break away from tradition.

In the bodies shown here, the mud-guard as such has at last been discarded and full width provided without slab-sidedness. There is a distinct desire to serve the occupants in the provision of outward visibility and a determination to conform to aerodynamic requirements at high speed, even if the conformity is not in accord with the best wind tunnel dictates.

Even frontal aspects, the age-old snare for the stylist, show signs of integration, for two of the cars—the Dodge Granada and the Oldsmobile Cutlass—have fronts that look satisfactorily all of one piece. The Cutlass, in fact, has great originality about the forepart, including adequate-looking brake and engine cooling provision (the rear brakes are not so well served). The Dodge Granada, the Plymouth Belmont and the Cadillac Park Avenue have Fibreglass bodies.

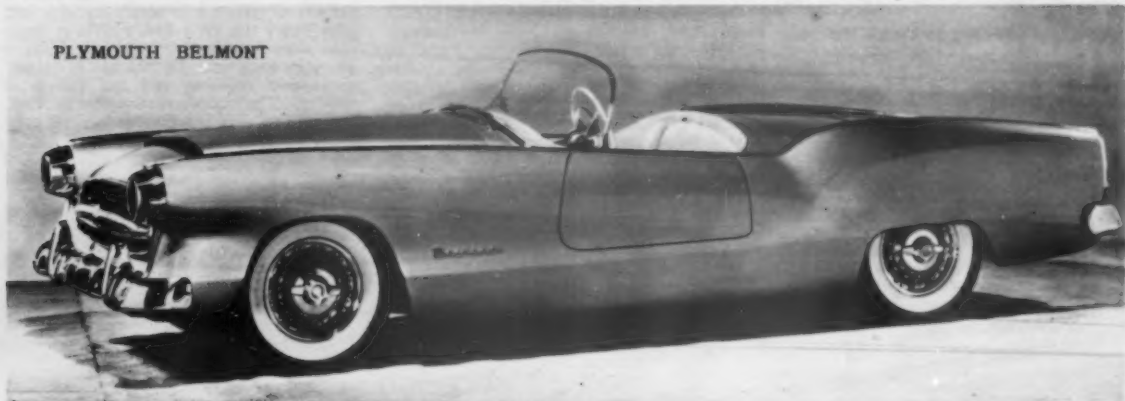


CADILLAC PARK AVENUE



DODGE GRANADA

PLYMOUTH BELMONT





THE AUTOCAR, 12 FEBRUARY 1954

The K-L Monitor heater for the new small Fords. Its rheostat switch is the farthest left of the white knobs. Below: a lighting circuit tester.

the plastic disc, of a tough, slightly springy plastic, coloured red, amber or green, costs 12s 9d. Spare bulbs are 1s 6d.

The Auto - Car Tester, as it is called, is 5in overall, which is slightly lengthened by a protecting spring for the point where the earth lead leaves the body.



ACCESSORIES

Heating New Prefect and Anglia

THERE are a number of specialized adaptations of the Key-Leather Monitor heater to cover most makes and models. A new version, called the 54, has been evolved for the 1954 Ford Prefect and Anglia.

The heater unit, 9in by 7in by 6in, is mounted on the bulkhead between the front occupants and in front of the gear lever. It contains a radiator core, connected to the car's cooling system by hoses with the necessary fittings and attachments, and a small electric motor and fan. A rheostat fascia switch controls the airflow, and it can also reverse the motor, so that part of the hot air is blown up through ducts for windscreen demisting. A tell-tale lamp glows brightly when the motor is on "fast" and dimly when it is on "slow." The makers are the Key-Leather Co. Ltd., 5, Urswick Road, London, E9, and the price is £9 19s 6d.

The Autocar has not tested the Monitor in the new small Fords, but has in the past found it very effective in the older ones.

Lamp and Badge Bars

FOR bodywork which has a full front incorporating a V-shaped or rounded grille and a narrow ledge between bumper and front panelling, there has been introduced a new badge bar. There are two models, one, for such cars as the Standard Vanguard and Vauxhall models, having a sharper V formed in the bar.

This bar is telescopic, and can be adjusted to widths between 1ft 7in and 2ft 7in (measured from mounting bolt centres). It stands on broad feet, with rubber washers, and there are large washers for the securing locknuts, which are essential in anything secured to paneling, or it will wobble. There are two adjustable brackets for auxiliary lamps. The chromium plating is smooth

and complete, and the makers, Automobile and Sheet Metal Co. Ltd., Percival Lane, Runcorn, Cheshire, state that it has a copper-nickel base. The price is £22 19s 6d.

Another Badge Bar

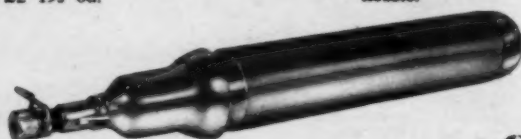
A SQUARE section bar of steel chromium-plated on nickel and 1ft 6in long, is used for the new Pyrene Universal badge bar. There is a slot running along the bottom of the bar, and inside it the heads of the two mounting pillars can slide to any convenient position, where they are then locked by square nuts on their threaded heads, inside the bar. The brackets for badges can be fixed anywhere along the bar, and there are two included in the price of £1 15s. Extra brackets are 3s 6d a pair.

The Universal bar is a product of the Car Bumper Division, The Pyrene Co. Ltd., Great West Road, Brentford, Middlesex.

Wiring Tester

A HIDDEN break in an insulated electrical lead is located by pricking through the insulation at intervals with a prong wired up to an earthed lamp, until the beginning of the "dead" part is located. A pleasingly neat and well finished tool for this is a new product of Development, Manufacture and Trade Co., Ltd., London, N3. It has a sharp silver-steel prong; a perforated metal or transparent plastic body containing a tubular instrument bulb, 6- or 12-volt; and an earth lead with plated crocodile clip. The metal one is chromium-plated on brass (15s 9d), or polished light alloy (12s 9d);

An Eolopress fire extinguisher. This one is fitted with a tyre inflation nozzle.



Gas Extinguisher

AN Italian fire extinguisher which contains liquid carbon dioxide, under pressure, the Eolopress, is being imported by Fisher, Morgan and Co. (1950), Ltd., Burley House, 5-11, Theobald's Road, London, W.C.1. When the contents are released, by holding the extinguisher in one hand and twisting the cap with the other, the CO₂ emerges as a powerful, long-range blast of gas which extinguishes petrol and other fires. CO₂ puts out fires merely by robbing them of oxygen. The extinguishing capacity of the Eolopress has been found very considerable, tested with a large fire of petrol poured over a pile of rags; a carburettor fire (with a disused carburettor) was extinguished in a moment.

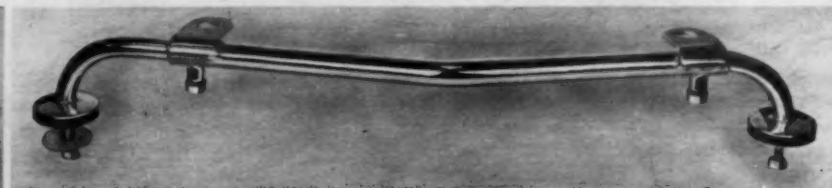
The nozzle is made as a snap-on tyre inflator, a secondary use for the device. The claimed capacity is inflation of four 6.00 x 16in tyres to 26 lb per sq in, and this capacity should be adequate to top up tyres each time that they are softened for an observed section in such events as the M.C.C.'s Exeter Trial. The emerging CO₂ has a strong frosting effect, and cools bottled drinks or picnic containers most effectively!

The Eolopress costs £3 17s 6d, and the charge for refilling is 2s 6d. (As there is no way of telling how much liquid is left, after heavy use on a fire, a refill is desirable after any fire.) It weighs 3½lb, is 1ft 4½in long and 2in thick. It is well made and finished, and has leak-proof sealing. The importers state that each one is tested to over three times normal pressure.

Pyrene's square-section badge bar.



A V-shaped lamp and badge bar from Runcorn.





Spacious... Powerful... Economical



How brilliantly these two Vauxhalls meet the needs of motorists today. Velox and Wyvern alike are roomy, powerful, easily manoeuvrable cars, a pleasure to drive and completely comfortable for five or even six passengers to ride in.

They are handsome and beautifully finished, yet at the same time surprisingly economical both in first cost and in petrol consumption. Higher compression "square" engines boost power, run longer without overhaul, and reduce

petrol consumption. Expert and inexpensive maintenance is assured by Vauxhall Square Deal Service, operated by dealers in every part of the country with factory trained mechanics, low-cost, genuine parts and standard repair times.

For the owner who wants every penny of motoring value, these roomy, powerful, economical Vauxhalls are unequalled on the road today. Your Vauxhall dealer will be happy to arrange a demonstration run for you.

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Maximum speed of 80 m.p.h. 28-68 m.p.g. at an average speed of 40-89 m.p.h.* Spacious 5/6 seater. Length 44 ft. 4 ins., turning circle only 38 ft. Price £535 plus £224. 0s. 10d. P.T.

THE 4-CYLINDER WYVERN

Same size body and the same modern styling as the Velox. Maximum speed of 70 m.p.h. 33-46 m.p.g. at an average speed of 30-51 m.p.h.* Price £495 plus £207. 7s. 6d. P.T.

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Typical of the straightforward architecture of the Peak District, the Peacock Hotel at Rowsley, in Derbyshire, was once the property of the Duke of Rutland and has been extensively modernized.

CORRESPONDENCE

OPINIONS EXPRESSED ON THESE PAGES ARE THOSE OF OUR CORRESPONDENTS, WITH WHICH "THE AUTOCAR" DOES NOT NECESSARILY AGREE. LETTERS INTENDED FOR PUBLICATION SHOULD BE ADDRESSED TO THE EDITOR, "THE AUTOCAR," DORSET HOUSE, STAMFORD STREET, LONDON, S.E.1

MONTE CARLO

Is it Becoming a Farce?

[65421].—This year's Monte Carlo Rally may, or may not, be won by M. Louis Chiron, one of the foremost racing and rally drivers. This only emphasizes the fact that the Monte Carlo Rally no longer serves the purpose for which it was originated. The list of post-war winners shows that every year the rally has been won by a "professional" rally driver. It must be clear to everyone that the really amateur driver, however skilled, has no chance to carry off the palm. When it comes to racing round a circuit men of the calibre of Chiron and Moss will always beat the earnest amateur.

Furthermore, when one considers all the extra equipment which is carried by competitors, the array of lamps, stop-watches, and so on, it would seem that the rally, as organized today, proves nothing. The modern car will easily cover 2,000 miles without breakdown, and if the weather is reasonable the drivers can cover the same distance to a schedule.

Unless the Monte Carlo is to deteriorate to a farce, the regulations should be radically revised. It should be open only to standard cars exactly conforming to normal catalogue specifications. All extras, including built-in or built-on timing devices, head rests, wash basins, special gear and compression ratios, and so on, should be barred. The only permissible deviations should be snow tyres with not more than one spare, and two fog lamps for those cars not equipped with them as standard.

Details of the route should be changed from year to year.

Tight controls at intervals of not more than 100 miles, with strict penalties for excessive average speeds, would prevent the ridiculous result of this year, when more than 300 competitors had a clear run.

If the winner cannot be found from the road section, a simple reliability test should follow with bonus points for low petrol consumption, good brakes and condition of the car, rewarding driving skill and not mathematical talents. Factory-sponsored cars should run in a separate class, but the overall winner should be declared only from the class driving strictly standard vehicles.

London, S.W.1.

P. GRANBY.

A Slide-rule Battle

[65422].—Is it not a tragedy to enthusiasts to see that annual classic, the Monte Carlo Rally, rapidly becoming a slide-rule battle for manufacturers?

Would it not be possible for the organizers to arrange that details of eliminating tests are not issued in advance but issued to competitors on arrival at the test areas, or, alternatively, that there be two classes, one for works entries and one for private entries?

JAMES D. PEARSON.

Glasgow, S.2.

[A leading article on this subject appears on page 201.—ED.]

Time a New Rule was Introduced

[65423].—All lovers of the sport must view with dismay the spate of protests which mar many of the leading events in the International Calendar.

May I, therefore, suggest that a new rule should be introduced by the F.I.A. to the effect that if a car is allowed to start in an event, it should be allowed to win? This would

CORRESPONDENCE

continued

naturally be subject to its adhering to the rules governing the conduct of the event during its actual progress.

This would admittedly throw great responsibility on the scrutineers, but it should not be beyond their powers to eliminate machines which do not comply with the regulations. In any case their terms of reference already require them to do so.

One remembers the exclusion of Caracciola's Mercedes from the T.T. about 25 years ago because of an oversize supercharger. This action, taken on the eve of the race, caused a certain amount of restiveness at the time, but that was a thousand times better than allowing him to win and then disqualifying him later.

Today we are rapidly reaching the state when the "winner" of an event cannot be sure that he has won for quite a while after its termination and this suggested rule would eliminate a situation which is rapidly bringing the sport into disrepute. If it were found by experience that cars were being allowed to start which were not in fact eligible, it would be a simple matter for any parties who felt strongly on the matter to announce publicly that they were not entering for the event in question the following year.

MICHAEL COLLIER.

Dildot, Berkshire.

Three Major Events Marred by Protests

[65424.]—It was with some surprise that I learned that a Gran Turismo Lancia had won this year's Monte Carlo Rally.

The regulations state clearly that 500 models of the car entered must have been manufactured during a 12-month period. Surely fewer than 500 of these cars have been built?

At the moment official confirmation has not been given, and I shall be most surprised if Mr. G. Houel's protest is not ultimately upheld.

Despite this, it is a lamentable fact that three very important motoring events so far this year have been marred by protests. I refer, of course, to the New Zealand and Argentine Grands Prix and the Monte Carlo Rally.

Malvern, Worcestershire.

J. J. R. LORD.

SLEEVE AND ROTARY

Further Information on the Darracq

[65425.]—In the correspondence dealing with the Darracq rotary valve engine, the statement that this was the Henriod is perfectly correct. Although Henriod tried to sell his patent to other French firms, and in America, it never went beyond Darracq.

This was one of the score of "valveless" engines which appeared after the first success of the Knight, and which kept us motoring correspondents busy. The Darracq rotary was undoubtedly more silent than the tappets and poppet valves in use at that time, but it cannot be maintained that it possessed anything in the nature of punch. It would rumble along for hours on end, picking up speed so slowly that it appeared to be indifferent to the position of the throttle pedal. There is no truth in the claim that the engine was short-lived.

When the late Owen Clegg was sent to France to revive the declining fortunes of the Darracq company, in about 1911, one of his first acts was to throw out the rotary valve engine. He introduced a side valve model very similar to those he had built for Rover. The final stage in the history of the Darracq rotary valve came in the St. Cloud factory of the company (now owned by K.L.G.), where a large number of engines had been assembled. "We'll scrap the lot," declared Clegg. "Perhaps you will keep one as a souvenir," I suggested. "No," replied the Yorkshireman; "I want no souvenirs: I want only production." The rotary valves went to the melting pot.

Paris.

W. F. BRADLEY.

STREET LIGHTING

Reasons for Superiority of Shielded Lamps

[65426.]—Why does the overwhelming superiority of the shielded type of street lamp apparently remain unrecognized, when it is demonstrated so convincingly on one or two roads in the country? This type of lighting is very effectively used on that stretch of A1 which was, until recently, A555. The lamps themselves are not visible to an approaching motorist, and his visibility is vastly improved.

The theory behind shielded lamps is that the eye, which accommodates itself to the mean brightness level of its field of view, has to concern itself only with the road surface when the lights themselves are not visible; the vision is then adjusted exactly to the lighting conditions of the road itself. But where

unshielded lamps are used, the mean brightness level of the field of view is heavily weighted by the high intensity points of light at the lamps themselves; since the eye still adjusts itself to the mean brightness, it is always partially dazzled when viewing the road surface because the brightness there is below mean brightness of the scene.

If more road engineers were made familiar with this theory, a worthwhile improvement in road safety would result.

Merioneth.

B. SHEFFIELD.

INFORMATION REQUIRED

A Journey to Baghdad

[65427.]—Two of us (a geologist and a photographer) are planning to drive through as rapidly as conditions permit from Paris to Baghdad in a 30 h.p. Ford V8 Pilot estate car, starting as soon as possible so as to arrive at Baghdad by the end of the month. I understand that at this time of the year the passes across the Alps will be impracticable and the alternative routes are through Austria or through Italy. Thence we propose to proceed via Yugoslavia, Greece, and Turkey.

I would be glad if any of your readers could provide any information regarding conditions, particularly across Anatolia, at this time of the year.

South Croydon, Surrey.

C. M. G. BOLTON.

[Letters will be forwarded.—Ed.]

CLASSIFICATION

The Three Traffic Types

[65428.]—For my sins I was doomed to travel daily past or near four race courses, Ascot, Hurst Park, Hampton Park and Sandown Park. The traffic I encountered on race days led me to ponder on the habits of the motoring public. My deliberations led me to the conclusion that there are three different classes of traffic, each with its own personality.

The first type is the business traffic which floods the roads morning and night; high tides are usually between 8 and 9 a.m. and 5 and 6 p.m. This type of traffic may be distinguished by its speed, purposefulness, impatience at delay, and the "devil take the hindmost" attitude of the drivers. The reactions of this traffic to any situation can usually be anticipated and allowances made accordingly. This traffic is relatively safe to travel in, but it will give no quarter. "*Savez qui peut*" is its motto.

Secondly, there is the weekend type of traffic. This includes weekday afternoon traffic. The personality is completely different. It is a slow moving, aimless stream; it eddies patiently and unpredictably from kerb to crest. It is a pleasant traffic to drift in so long as there is no hurry and no chance taken.

Lastly, there is that torrent of traffic which may be lumped together under the heading of "race" traffic. Match traffic can be included under this heading. It sweeps down the road, brushing aside anything coming the other way. The rushing stream sometimes becomes dammed at traffic lights and that is where impatience and impoliteness come to the surface. This traffic is to be avoided.

Have other readers had similar thoughts and if so do their classifications tally with mine?

P. DURMAN.

Hook, Hampshire.

HAND SIGNALS

The Essential Characteristic is One of Trust

[65429.]—Surely the essential characteristic of hand signals is one of trust. I trust good, clear and deliberate signals easily interpreted from the description given in the Highway Code and in eight years of clean-record motoring I have not found such trust misplaced. I do not trust those who give no signal or those who give weird and wonderful tic-tac signals of their own invention. My suspicion of such drivers leads to greater caution which again has paid dividends. I would certainly not trust Mr. R. Chapman [65357] who, when drawing in to the left, would give me no clue as to his intentions to turn left or right. I would also consider Mr. Chapman an extreme nuisance if I found myself behind him on the inner traffic lane during peak-hour city conditions when he had decided to execute a right turn.

How do tic-tac motorists expect their signals to be understood when they have failed to publish and distribute a code of their own? A private code would require the registration number of the car to be printed prominently on each page so that the particular motorist and his particular signals could be recognized on the road!

Is YOUR car fitted with **FERODO** ANTI-FADE BRAKE LININGS



It's sometimes very hot work being a brake drum—300° centigrade or thereabouts! Which makes life very difficult for a brake lining which must be pressed against such destructive heat. That is why some linings will 'fade' or lose their grip, and in an emergency brake fade can be pretty dangerous.

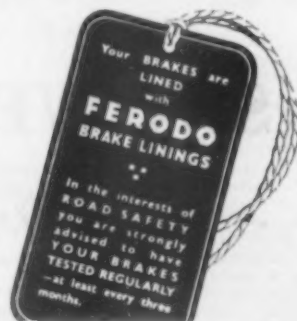
or are you taking chances?



Ferodo Limited, the organisation which always puts research and testing first, make Anti-Fade Brake Linings that will give you safer, smoother, more reliable braking no matter how tough the conditions. Don't take chances any longer, especially in today's traffic; be sure to ask for Ferodo—the Anti-Fade Brake Linings.

THE PROOF...

that your garage have re-lined your brakes with genuine Ferodo Anti-Fade Brake Linings, is this orange and black label. It is only issued with Ferodo Linings, and should be tied to the steering wheel of your car; if it's not, please ask your garage why.





MR. TROWBRIDGE has a problem

Mr. Trowbridge—active young director of a furniture concern. Lives with his wife and baby daughter in Richmond. All winter drives three mornings a week to the company factory in High Wycombe and then back to his office in the City. Owns a Mark VII and *has* to be certain the radiator will never freeze on frosty mornings.

THE ANSWER: Showflake—the best, most reliable anti-freeze there is; the tested brand marketed by Shell-Mex and B.P. Ltd. It's *guaranteed* to safeguard any car against temperatures down to 35° of frost.

SNOWFLAKE anti-freeze

The safe radiator service, a part of the Shell and BP Service. Ask for it where you see this sign.



CORRESPONDENCE

continued

I find that I trust mechanical signals such as Trafficators and stop lights, probably because their meaning cannot be misinterpreted and they eliminate to some extent the human element, except where maintenance is concerned.

The Highway Code is surely an accepted convention and as such is worthy of study and trust in practice. While possibly not perfect, it does attempt to standardize procedure and, as far as hand signals are concerned, it is easily understood. Those who disagree with the Highway Code should by all means express their opinions but until something better is as widely accepted they should comply with it. The Highway Code gives at the moment the greatest good for the greatest number.

Bearsden, Glasgow.

N. G. CHALK.

2 C.V.

Brilliant and Original

[65430.]—Last year I was greatly indebted to *The Autocar* for the splendid detailed technical description of the 2 c.v. Citroen and I would like now to congratulate you for the comprehensive test which you published on January 22 of this highly stimulating automobile.

In particular, the postscript admirably describes one's reactions in driving this novel vehicle. Though it is noisy, the ride is so smooth that it gives the impression of floating as well as being glued on the road.

This vibrationless running, entailing the least attention in maintenance on the part of the user, has been obtained with such thorough, ingenious and original simplicity that it represents, in my opinion, one of the most brilliant and original contributions to automobile engineering which I have seen for many years. It shows, as no experienced and foreseeing advocacy could, that half a ton of dead weight is now all that is needed to transport four people with ample luggage in great comfort through a cold winter or a hot summer at a minimum cost.

This achievement may not appear to many to be a challenge on account of the high selling price of foreign cars in this country, but I feel sure that it is a valuable step towards the production of a universal car.

GEORGES ROESCH, M.I.Mech.E., M.S.I.A., M.S.A.E.

London, N.W.11.

DAZZLE

Reduce Light Intensity When Dipped

[65431.]—On one or two occasions there has appeared in the Correspondence columns of *The Autocar* very worthwhile advice regarding dazzle. It was that if one kept one's eyes focused down the left-side verge during the passage of oncoming traffic and did not allow one's eyes to look straight at the lights, dazzle was greatly reduced. I have practised this theory and found it to be of great help. I think it is true to say that the lights of other cars do tend to make many drivers look directly at them, although they may not be fully aware of the fact. This momentary glance is in itself sufficient to cause dazzle.

For some time I have thought that the following idea might be of some use in the battle against dazzle. Incorporated in the normal dipping mechanism a resistance might be fitted so that the light emitted from dipped lights was automatically reduced in intensity, thus reducing the glare. This, in fact, would permit normal white light for fast driving, but the benefits of the yellow bulb when lights were dipped.

W. M. R. HENDERSON.

Newark, Nottinghamshire.

[A reduction in light means a reduction in visibility, which has been shown to be at an optimum when both drivers are slightly dazzled.—Ed.]

OPPORTUNITY

The Type of Car Needed in Central Africa

[65432.]—I have now had time to digest the Motor Show and subsequent issues of *The Autocar* and I would like, at the risk of appearing unpatriotic, to state that, in my opinion, British car manufacturers have still not produced the type of vehicle so many of us need in Central Africa. I imagine, too, that our requirements here compare with those of people in many parts of the Commonwealth. Further, the fact must be faced that the Americans have produced admirable cars, for years past, that cope ideally with our conditions. I predict that, should the dollar restrictions be relaxed, British manufacturers would find sales in Africa dropping in an alarming manner; even allowing for the fact that the cost of the cheaper American cars in Nyasaland—if one is fortunate enough to get hold of one—is well over £1,000.

For the man who covers a large annual mileage over unmade

roads a British car is unsatisfactory for the following reasons:—

1. Most are too small and underpowered. The few that are not are in the luxury class.

2. Very few are properly dust-proofed.

3. Suspension, though nowadays sufficiently soft, is often not robust enough.

4. Floor carpets, often of poor quality, quickly wear out—especially in areas which experience heavy rain. A cloth roof lining catches dust.

I suggest that there is a very large overseas market waiting for a relatively simple, dustproof, full six-seater saloon with a rubber-lined interior floor and adequate luggage space. It should have tough coil spring i.f.s. and a six-cylinder engine of about 3½-litre capacity that could be easily owner maintained. Though petrol is cheaper here than in Britain, an overdrive might be fitted as an optional extra. If this type of car, offered with a station wagon or pick-up body as an alternative, could be marketed at a British basic price of £700 to £800, it would, I am sure, sell in countries such as this, like the proverbial hot cakes.

Lujer, Nyasaland.

J. P. H. WERNER.

SERVICE

Unequivocal Praise

[65433.]—I should like to confirm the statements made by Mr. W. H. Lomax [65374] regarding the service he has had from the Alvis company.

I have had many makes of car in my motoring life, and since the war have concentrated on one make, namely Alvis, as have a number of my friends. I can safely say that they, like myself, have always had the greatest help in all matters from the service department of this firm. Spare parts have always been available, although very few indeed have been required for the post-war versions of their products, and those only very minor ones and usually not of their own manufacture.

A year ago I took delivery of a 3-litre saloon, and words cannot express my admiration for this car; at the price it is, to my mind, the best value that money can buy, and it is certainly in a class well above its cost.

When I happen to be near Coventry I never fail to call in at the service department for a talk with their most obliging staff, and I am always treated in the same courteous and helpful manner. I am sure that many manufacturers could well take a lesson from this long-established company, who take endless trouble to see that their customers have the very best possible treatment.

E. B. WATSON-SMYTH.

Welshpool, Montgomeryshire.



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FELINE FROLIC

Large "Cats Eyes" Rally Entry

The Ford Consul driven by J. E. Seear weaves its way through one of the chicanes in the test on the windswept sea front.



FOLLOWING last year's success, the Thames Estuary Automobile Club received an entry of over two hundred for the event which started from Southend-on-Sea last Saturday night. The organization at the start was carried out in an efficient and quiet way, co-operation of local authorities was noticeable, and competitors were being flagged off by the Mayor of Southend. Run on main and secondary roads, practically every type of car was suitable and saloons with every seat occupied were running next to Dellow's and XK120s. Nearly all the cars were fitted with map reading lights and navigation instruments which would not have been out of place on the Monte Carlo rally.

The competitors had to average between 22.5 m.p.h. and 28 m.p.h. on the first section and this average had to be maintained on the other two sections. In addition to this, questions in the Road Book issued to each crew had to be answered.

The number of people to be seen floundering in the roadside undergrowth looking for fire hydrant boards and knobs on old gate posts was considerable. From Epping Forest the route went to St. Albans, where the control was located in a narrow lane near the hamlet of Potters-crouch. As elsewhere, the marshals here were battling against the cold with the help of a coke brazier and a large umbrella. Through the lanes of Hertfordshire went the long trail, all cars running without competition numbers. Across to Wendover, where the first man was due about 10.45 p.m.

Up to now weather conditions had been favourable, the threatening fog in the earlier part of the evening came to nothing and the stars were reflected in

the frosty roads. Abrupt arrivals at road junctions were marked in several cases by twin black lines, crossing and recrossing, indicating where a quick change of direction had been necessary.

The supper stop at the Kings Arms Hotel, Stokenchurch, was full of activity. As soon as cars arrived they were parked away, the driver having checked in, while at the same time earlier numbers were leaving. Abbott's Paramount consumed quantities of water and J. F. Bradley had to change the right-hand front wheel of his TD M.G., as it had assumed a non-standard shape through contacting an immobile object just before Stokenchurch. One of the first retirements was the M.G. driven by Lotery, who decided not to continue because of the illness of his navigator.

The intense cold at Stokenchurch, high up on the Chilterns, gave rise to a story that one crew had been chased by wolves. Down the side of the hill and over the Icknield Way to Watlington, then back again to the control at Turville Heath. From here competitors were routed through narrow lanes to Medmenham.

On to Sonning, where the front end of a TC M.G. was not improved by contact with a brick wall, and a motor cycle mounted policeman who pulled up to investigate found that it just was not done to brake hard on an ice-bound road. Round the north and west of Reading went the long column with the noise of exhausts being heard from far off like distant gunfire as the lanes and byways called for constant use of gear boxes. Up to now road conditions had caused but few incidents, but down in Hampshire and Surrey the effects of the previous week's blizzard soon began to tell.

The control at Plaistow, the end of section 3, was at an ice-bound road junction and rain which started to fall at first light produced a surface on which it was difficult to obtain any kind of traction. Steering lost all sense of feeling and it was fatal to

so much as look at the brake pedal. The very smart blue and black left-hand drive Morris Minor driven by L. M. D. Janke, who was partnered by a fellow American, arrived at the control in the pouring rain and the occupants compared the weather unfavourably with that of their native country. Welling's Sunbeam-Talbot required some water, the crew stopping within the control area to carry out the operation, and Parsons' Dellow, which had been the first car away, passed through at about 8.15 a.m., by which time he should have been nearly at the finish. G. G. Bradfield had clouted a bank and pushed in the front of his Morris Minor tourer and still the rain came down.

Last Stage

At Milford on the Guildford by-pass, a Monthéry M.G. appeared at the control from an unusual direction, while the Crocker-Cavaliero open Lagonda seemed to spurn the weather with its look of toughness. From here to the finish at Southend competitors were given a choice of two routes, both of which entailed visiting eight check points, with an intermediate control between Totteridge and Barnet. This scheme was a wise one, as it prevented a succession of cars on one route in the early part of Sunday morning. The final control just outside Southend was at a police box and although it was well marked with the familiar yellow flags, several competitors did not bother to check in. From here to the driving test on the sea front was but a short distance and the test, which entailed going from line A through two chicanes and two markers to stop astride line B, was timed. The majority of people succeeded without any trouble, but M. H. Samuels in a Sunbeam-Talbot 90 knocked over one of the width markers and A. J. Davey slid his 2½-litre M.G. across the line before stopping. Watkins, in an Austin A.70, was as neat as anybody. Competitors then signed off and everyone was glad to get to the warmth of the Queens Hotel.

PROVISIONAL RESULTS

Gats Eyes Trophy (best performance): Morgan Plus Four (B. Clarke), no penalty marks. Navigator's award: I. Macdonald.

Class Awards:
Open: Up to 1,500 c.c.: M.G. TA (D. J. A. Smith, navigator, G. K. Hale). 45 penalty marks; 1,501-2,000 c.c.: B. Clarke; Over 2,000 c.c.: Jaguar XK120 (J. M. C. Strand and W. T. Harris), 475; Specials and supercharged: M.O. (P. W. Scott and G. S. Sutcliffe), 115.

Closed: Up to 1,500 c.c.: Austin A.40 Sports (T. A. M. Pigott and D. Mann), 0; 1,501-2,000 c.c.: Triumph Roadster (S. Wilcox and R. A. Howard), 855; Over 2,000 c.c.: Jaguar Mk. VII (J. Cutbush and M. Sykes), 170; Specials and supercharged: Ford Zephyr (J. A. Pay and P. E. Daniels), 230.

Ladies' Award: Hillman Minx (Miss P. Smith and Mrs. R. Smith), 1,470.



P. W. Smith brings his Sunbeam-Talbot to a halt astride the line in the final test at Southend.

CLARITY for COMPETITORS



The problems of laying down hard and fast regulations defining the exact limitations on eligible cars are equally difficult of solution in racing and in rallies. Two cars familiar in their own spheres are (above) the Sunbeam-Talbot 90 saloon and (below) the DB3S Aston Martin.



divisions are: up to 350 c.c., 351 to 500, 501 to 750, 751 to 1,000, 1,001 to 1,300, 1,301 to 1,600, 1,601 to 2,000, 2,001 to 2,600, 2,601 to 3,500, and over 3,500 c.c. The cars must run on commercially available pump fuel of an octane rating no higher than 90, computed by the motor method. Superchargers are forbidden.

The national automobile club of each country compiles a list of the cars produced by that country which comply with the necessary provisions, and this list is then approved by the F.I.A. The 1954 British cars recommended by the R.A.C. in this manner total 39 different models, as follows:

Alvis: 3-litre, 2,993 c.c.; Armstrong Siddeley: Sapphire, 3,435; Austin: A.30 Seven 800, A.40 Somerset 1,200, A.70 Hereford 2,199, A.125 Sheerline 3,995; Bentley: sports saloon, 4,566; Daimler: Conquest, 2,433; Ford: Popular 1,172, Anglia 1,172, Prefect

New Regulations for Touring and Sports Cars in International Rallies and Trials

THE vexed question "What is a sports car?" has occupied the minds of motoring enthusiasts for a long time past, and no satisfactory conclusion has ever been reached. Now, in order that the cars taking part in international road contests may be successfully categorized, new definitions concerning both touring and sports cars have been introduced by the *commission sportive* of the Fédération Internationale de l'Automobile (the governing body of international motoring sport).

These definitions divide touring cars into three groups, and sports cars into two. For the former the groups are: normal series production touring cars; Grand Touring series production cars; and special series production touring cars. Sports cars are divided merely into series production models and all others (including prototypes), provided, of course, that the latter comply with the essential requirements of Appendix C of the International Sporting Code.

It is now laid down that the supplementary regulations of all international rallies or reliability trials shall compulsorily include at least one of these categories, and no categories not appearing in these definitions. This will, of course, serve the primary purpose of ensuring that a car which is eligible for one such event as, say, a normal series production touring car, will automatically also comply with the regulations of all other similar events, a state of affairs which has by

no means always been in existence in the past.

Normal series production touring cars must be catalogued models of which 1,000 examples must have been built if the engine capacity is 1,000 c.c. or less, or 600 examples in the same period in the case of larger-engined cars. They must have saloon coachwork made by the car manufacturer (with at least two seats for the under-one-litres, or four in other cases), although catalogued convertibles or saloons made by specialist coach-builders may be admitted, provided their weight is no less than that of the standard saloon model. The only specification changes which may be made concern the make of the lamps, brake linings, sparking plugs, coil, battery and tyres, and the sizes of the carburettor jets and chokes (but not the carburettors themselves). In addition, alternative gear box and rear axle ratios may be fitted, and the size of the fuel tank and radiator altered, provided that these items are listed as catalogued options. Certain specified additions may be made to the equipment, such as car radio, extra lamps and instruments, and so on.

Capacity Divisions

These cars will, for the purposes of these competitions, be sub-divided into ten capacity classes, although two or more of these may be telescoped into one at the discretion of the organizers. The

1,172, Consul 1,500; Zephyr 2,262, Zodiac 2,262; Hillman: Minx, Mark VII 1,265, Californian 1,265; Humber: Hawk Mark V 2,267, Super Snipe Mark IV 4,138; Jaguar: Mark VII, 3,442; Jowett: Javelin, 1,486; M.G.: Series Y saloon, 1,250; Morris: Minor, Series II 800, Oxford 1,477, Six 2,215; Riley: 11-litre 1,496, 2½-litre 2,443; Rover: 60 1,997, 75 2,103, 90 2,638; Singer: SM 1500, 1,497; Standard: Eight 803, Vanguard 2,088; Sunbeam-Talbot: 90 Mark IIA, 2,267; Triumph: Mayflower 1,247, Renown 2,088; Vauxhall: Wyvern 1,507, Velox 2,262; Wolseley: Four Forty-Four 1,250, Six-Eighty 2,215.

Grand Touring series production cars are defined as those built in small quantities for customers requiring high performance and comfort with no special concern for economy. They must likewise be catalogued models, and all the above provisions apply equally to them except that relating to the minimum quantity produced (this becomes 100 examples in 12 consecutive months, whatever the engine capacity) and that relating to seating capacity, which is reduced to a minimum of two seats, also regardless of engine capacity. Special series production touring cars must comply with all the initial range of provisions governing the normal series production touring cars, but much more latitude is given concerning permissible modifications. However, no external modification of the coachwork is allowed, and supercharging remains forbidden.

Series production sports cars must also be catalogued models offered for sale to

CLARITY for COMPETITORS

continued

the public in the normal way, and a minimum quantity of 25 examples produced in 12 consecutive months, whatever the engine capacity. They may have either open or closed coachwork, but must have at least two seats, the dimensions of these complying with the requirements of Appendix C of the international code. The weight must not be less than that indicated for that model in the catalogue in working order, which is defined as the weight with spare wheel and tyre, with full petrol, oil and water tanks or reservoirs, but without occupants, tools or luggage. Almost all of the restrictions

applied to normal series production touring cars also apply to their sports brethren, and they are sub-divided into the same capacity classes.

Sports cars of any other type are not subjected to any obligations other than those imposed by the above-mentioned Appendix C requirements. Thus prototypes are admissible; the only proviso is that, should the organizers of an event decide to include a category for sports cars other than the series production variety, it must be subdivided into the above capacity classes and the cars must run on the same commercially avail-

able fuels as the series production cars.

These regulations should do a great deal to simplify the problems of organizers and competitors alike, although they may introduce one or two new headaches of their own. They will assist in bringing parity of events in different countries, and—who knows?—they may affect car design. For if owners are forbidden to alter the manufacturer's catalogue specification they will bring increasing pressure on the manufacturer to make small but possibly vital changes in design, which could well make for safer motoring in normal use.

NATIONAL SPORTING CALENDAR

(continued)

KEY: The events in this calendar are run under the following types of competition permit: International (I), National (N), Closed invitation (CI), Restricted (R), Closed (C)

RACE MEETINGS, SPRINTS and HILL CLIMBS

March

Date	Club	Event	Neighbourhood	Permit
7	Cambridge University A.C.	Sprint	—	CI
20	500 M.R.C. of Ireland	Race Meeting	Kirkistown field	Air- CI
28	Tunbridge Wells M.C.	Speed Trial	Brands Hatch	C

April

3	Wirral 100 M.C.	Sprint	Rhydymwyn	CI
3	Bristol M.C. and L.C.C.	Race Meeting	Castle Combe	CI
4	West Essex C.C.	Speed Trial	Essex	N
10	B.R.D.C.	Race Meeting	Oulton Park	CI
11	B.A.R.C. (S.W.)	Hill Climb	Brunton	CI
16	Nottingham S.C.C.	Race Meeting	Nottingham	CI
17	N. Staffordshire M.C.	Sprint	—	CI
17	W. Hampshire and Dorset C.C.	Race Meeting	Isleley	CI
17	Pembrokeshire M.C.	Hill Climb	Lydstap	CI
19	Half Litre C.C.	Race Meeting	Brands Hatch	N
19	B.A.R.C.	Race Meeting	Goodwood	I
19	W. Cornwall M.C.	Hill Climb	Trengwainton	CI
24	Mid-Cheshire M.C.	Race Meeting	Oulton Park	CI
24	Aston Martin O.C.	Race Meeting	Snetterton	N
24	Scottish M.R.C.	Race Meeting	Kirkcaldy	CI
25	Gosport A.C.	Sprint	Gosport	CI

May

1	Half Litre C.C.	Race Meeting	Brands Hatch	I
2	Southsea M.C.	Sprint	Portsmouth	CI
8	Winfield J.C.	Race Meeting	Charterhall	N
15	B.R.D.C.	Race Meeting	Silverstone	I
22	Maidstone and Mid Kent M.C.	Race Meeting	Silverstone	CI
22	Ulster A.C.	Race Meeting	Dundrod	I
23	Cheltenham M.C.	Sprint	Staverton	CI
28	Eight Clubs	Race Meeting	Silverstone	N
29	B.A.R.C.	Race Meeting	Aintree	CI
29	Westmorland C.C.	Hill Climb	Barbon	C
29	West Essex C.C.	Race Meeting	—	N
29	Aberdeen and D.M.C.	Race Meeting	Longside	CI

June

5	West Essex C.C.	Race Meeting	Snetterton	N
5	Omagh M.C.	Hill Climb	Synfin	CI
7	Half Litre C.C.	Race Meeting	Brands Hatch	N
7	Davidstow J.C.	Race Meeting	Davidstow	N
7	Nottingham S.C.C.	Race Meeting	Nottingham	CI
7	B.A.R.C.	Race Meeting	Goodwood	N
7	Falcon M.C.	Speed Trials	—	CI
7	Bristol M.C. and L.C.C.	Race Meeting	Oulton Park	CI
12	Mid-Cheshire M.C.	Race Meeting	Silverstone	CI
12	Midland M.E.C.	Race Meeting	Silverstone	CI

Date	Club	Event	Neighbourhood	Permit
13	Midland A.C.	Hill Climb	Shelsley Walsh	N
19	B.A.R.C.	Race Meeting	Crystal Palace	N
19	Vintage S.C.C.	Race Meeting	Silverstone	CI
19	Aston Martin O.C.	Race Meeting	Snetterton	N
19	S.O.D.C.	Sprint	Hastings	CI
26	Scottish S.C.C.	Hill Climb	Bo'ness	CI
26	M.C.C.	Race Meeting	Silverstone	CI
26	Midlands M.E.C.	Race Meeting	Silverstone	CI

July

3	Lancashire A.C.	Hill Climb	Whalley	CI
3	R.S.A.C.	Hill Climb	Rest and be Thankful	I
3	M.G. C.C.	Race Meeting	Silverstone	CI
3	Pembrokeshire M.C.	Hill Climb	Lydstap	CI
3	Newry and D.M.C.	Hill Climb	Spelga Pass	CI
4	Aston Martin O.C.	Race Meeting	Coxford	R
8	Jersey M.C. and L.C.C.	Race Meeting	St. Helier	I
10	Half Litre C.C.	Race Meeting	Crystal Palace	I
10	M.G. C.C. (Scottish)	Hill Climb	Edinburgh	CI
10	Middlesbrough and D.M.C.	Sand Races	Redcar	CI
10	Lancashire A.C.	Hill Climb	Whalley	CI
11	Bugatti O.C.	Hill Climb	Whalley	CI
11	East Anglian M.C.	Sprint	Prescott	R
11	N. London E.C.C.	Speed Trials	Ramsgate	CI
11	Hertfordshire E.C.C.	Speed Trials	—	CI
17	R.A.C.	British Grand Prix	Silverstone	I
17	Maidstone and Mid-Kent M.C.	Speed Trials	Brands Hatch	CI
22	Jersey M.C. and L.C.C.	Hill Climb	Bouley Bay	I
24	Aston Martin O.C.	Race Meeting	Silverstone	N
24	Welsh M.R.C.	Race Meeting	Fairwood	CI
24	Midland A.C.	Hill Climb	Shelsley Walsh	CI
24	Aberdeen and D.M.C.	Race Meeting	Longside	CI
31	Bentley Drivers' Club	Race Meeting	Silverstone	CI
31	Scottish M.R.C.	Race Meeting	—	N

August

2	Half Litre C.C.	Race Meeting	Brands Hatch	I
2	Davidstow J.C.	Race Meeting	Davidstow	CI
2	B.A.R.C.	Race Meeting	Crystal Palace	CI
7	Nottingham S.C.C.	Race Meeting	Silverstone	CI
7	Mid-Cheshire M.C.	Race Meeting	Oulton Park	CI
7	Hants and Berks M.C.	Hill Climb	Burghfield	I
14	West Essex C.C.	Race Meeting	Snetterton	CI
14	Bugatti O.C.	Race Meeting	—	CI
21	Half Litre C.C.	Race Meeting	Silverstone	N
21	Bristol M.C. and L.C.C.	Race Meeting	Castle Combe	N
28	750 M.C.	Race Meeting	Silverstone	N
29	Midland A.C.	Hill Climb	Shelsley Walsh	CI
29	Hagley and District L.C.C.	Speed Trial	Worcestershire	CI

September

4	S.U.N.B.A.C.	Race Meeting	Silverstone	CI
4	Half Litre C.C.	Race Meeting	Oulton Park	N
4	Brighton and Hove M.C.	Speed Trial	Brighton	I
4	B.A.R.C.	Race Meeting	Aintree	N
4	Pembrokeshire M.C.	Hill Climb	Lydstap	CI
5	Bentley Drivers' Club	Hill Climb	Firle	CI
5	B.A.R.C. (S.W.)	Hill Climb	Brunton	CI
11	Mid-Cheshire M.C.	Race Meeting	Oulton Park	N
11	Peterborough M.C.	Race Meeting	Silverstone	CI
11	Aston Martin O.C.	Race Meeting	Snetterton	N
12	R.A.C.	Tourist Trophy Race	Warren	I
12	Morcambe C.C.	Race Meeting	Crystal Palace	N
18	Half Litre C.C.	Race Meeting	Crystal Palace	N
18	B.A.R.C.	Race Meeting	Crystal Palace	N
18	Bristol M.C. and L.C.C.	Hill Climb	Naish	CI
19	Surrey Sporting M.C.	Sprint	Brands Hatch	CI
19	Bugatti O.C.	Hill Climb	Prescott	I
25	B.A.R.C.	Race Meeting	Goodwood	I
25	S.Wales A.C.	Hill Climb	Bridgend	CI

October

2	Winfield J.C.	Race Meeting	Charterhall	I
2	B.A.R.C. (S.W.)	Speed Trials	Goodwood	CI
9	N. Staffordshire M.C.	Race Meeting	Silverstone	CI
9	Wirral 100 M.C.	Sprint	Rhydymwyn	CI
9	Eastern Counties M.C.	Race Meeting	Snetterton	N
16	West Essex C.C.	Race Meeting	Snetterton	CI
16	S.O.D.C.	Sprint	Hastings	CI
24	750 M.C.	Speed Trials	Tarrant Rushton	CI

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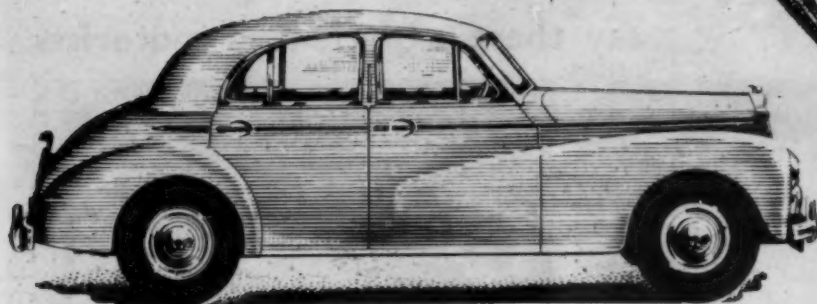
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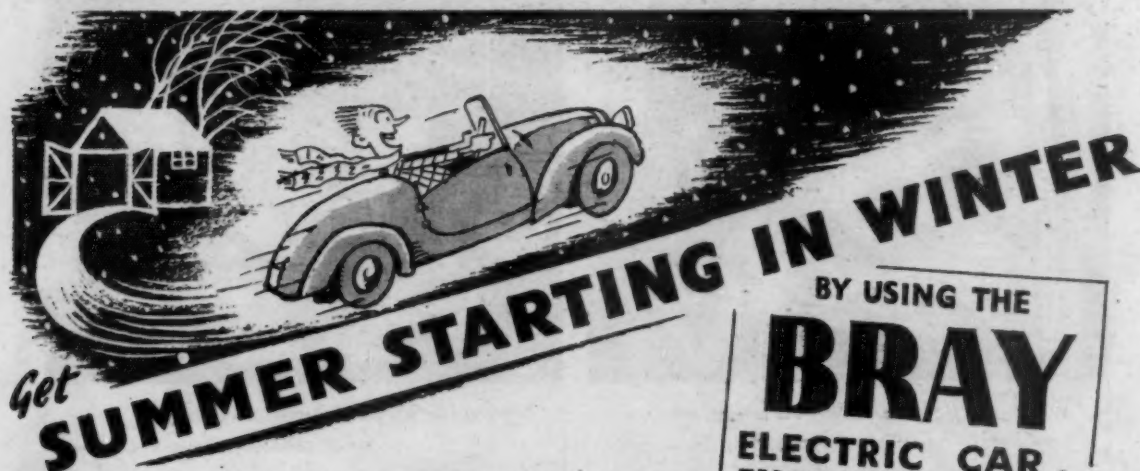
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THE SPORT

by

J. A. Cooper

AS far as the rally type of event is concerned, the outlook for this country is obviously "set fair," if the entry lists for recent events are anything to go by. Two weekends ago, the Cambridge U.A.C. had over 100 cars entered for their "miniature Monte," while last weekend saw the Cats Eyes rally of that enterprising young club, the Thames Estuary A.C., with over 200 cars engaged. There is no other country with the same enthusiasm and ability to find literally hundreds of keen competitors, week after week, willing to stay up all night



Mr. William Lyons receives the Ferodo Trophy on behalf of Jaguar Cars from the Duke of Richmond and Gordon at the presentation ceremony in London last week. Also in the picture are Mr. H. E. G. Harvey, public relations officer to Ferodo, Ltd., Mr. William Smith (managing director of Ferodo, Ltd.) and Mr. Hugh Molson, M.P., Parliamentary Secretary to the Ministry of Transport and Civil Aviation.

RALLY ENTHUSIASM • NEW LAGONDAS • LE MANS APPLICATIONS

and pit themselves against the wiles of a variety of organizers.

Both these recent events were fortunate in having weather conditions which would have delighted the organizers of the Monte Carlo rally itself. This is something which can rarely be forecast in advance, especially in this country and never sufficiently far in advance for the date of the event to be set to suit; snow and ice do unquestionably add enormously to the already incorporated difficulties of rallying, even if in large quantities they tend to disrupt the entire scheme of things; but that is all in the game, and victory in difficult conditions is all the more hardly won and keenly appreciated.

Whatever the critics may say, the present enthusiasm for rallies as a whole can be nothing but a good thing in the long run, for it can only bring about an increased interest in motoring which, in turn, must foster better maintenance of cars and more awareness of hazards with the experience of their avoidance. But it must still be impressed upon competitors in all road events that their good conduct is vital to the continuance of this form of sport.

THE entry of two Lagondas of 4,485 c.c. capacity for the 1954 Le Mans race has given rise to a good deal of speculation. There have for some time been rumours of a new V12 4½-litre power unit from the David Brown camp, so this is presumably the confirmation of its existence; it will be interesting to see how it compares with its direct rival, the 4½-litre V12 Ferrari.

The example of the latter, and which Farina won the sports car race in Argentina recently, was an entirely new car

with a much smaller and lighter chassis than that of the previous big Ferraris. No doubt more examples of the same design will run in the Mille Miglia and at Le Mans, as well as in the 12-hour race at Sebring, in Florida.

ENTRIES for the R.A.C. Rally (March 9 to 14) are coming in well, but there is still time to get your application in before the closing date next Monday, February 15. This year this event should be better than ever, as the organizers have several good tricks up their sleeves and some very testing sections; navigation will be at a premium, and to avoid all argument it is the intention of the R.A.C. to use card-stamping time clocks, as is done in the Alpine rally. There are two starting points, Hastings and Blackpool, the latter also being the finishing point.

THE full list of applications for entry in the Le Mans race at single fees makes interesting reading, as there are several innovations to be noted among the engine sizes quoted. In addition to the Lagondas, news value attaches to the fact that the three Cunninghams are given as 4,101 c.c.; there is no production American engine of exactly this size, which is that of the previous Ferrari Type America. The power units can hardly be of Ferrari manufacture, but it is not impossible that they are being specially constructed for Cunningham and even based on a well-tried design. One Frazer Nash is given as 3,435 c.c. (the Armstrong Siddeley Sapphire engine), the other two as the more usual 1,971 c.c. Bristol engine size. The Constantin, of French origin and 1,290 c.c., is probably Peugeot-based and supercharged, of the two Nardis, one is 747 c.c. and the other only 349 c.c., which may presage the use of an Italian motor cycle power unit.

Ferrari has so far not stated the capacity of his cars, perhaps because he has so many variants from which to choose. It is interesting to see among the applications from private entrants, as against those from manufacturers, that of Edgar Wadsworth with a Triumph TR2; I hope this is accepted, as it would bring this new car into direct competition with some of its chief rivals.

Manufacturers: Allard 5,420 (1); Aston Martin 2,822 (3*); Austin-Healey 2,660 (3*); Bristol 1,971 (3*); Constantin 1,290 (1*); Cunningham 4,101 (3*); D.B. 747 (5*); Ferrari (4); Frazer-Nash 3,435 (1*); 1,971 (2); Gordini 2,981 (1*); 2,475 (2*); 1,095 (1*); Jaguar 5,442 (3*); Kieft 1,086 (1); 500 (3*); Lagonda 4,485 (2*); Lancia 3,500 (3); Mercedes-Benz 2,984 (3*); Nardi 747 (1); 549 (1); Osca 1,500 (3*); Panhard 610 (5*); Porsche 1,490 (3*); 1,100 (1*); V.P. 747 (1*).

Private entries: Aston Martin 2,922 (N. H. Mann); Austin-Healey 2,660 (G. Mairesse); Ferrari 4,500 (L. Rosier); Jaguar 5,441 (Ecurie Francorchamps and G. Manassis); Maserati 1,988 (H. Simone); Panhard 610 (Ste Monopole); Renault 747 (J. Faucher, P. Gierczynski, A. Guillard and J. Hebert); Talbot 4,485 (G. Grignani and P. Levegh); Triumph 2,000 (E. Wadsworth); Car unspecified (d. Comte).

THE news that Mortimer Morris-Goodall has left the Jaguar concern and joined Healeys as competition manager will intensify interest in the Healey competition programme for this year. This will consist of four main events only: Sebring, the Mille Miglia, Le Mans and the Pan-American race across Mexico. The cars will be Austin-Healeys. Leslie Johnson was to have been the number one driver, but his unlucky illness has left that much in doubt; other members of the team will include Lance Macklin, Ron Flockhart and Peter Scott-Russell.

IT has been stated in New York by Luigi Chinetti, the Italian racing driver who now acts as representative for Ferrari in the U.S.A., that one Ferrari will run at Indianapolis in this year's 500-mile race, and that by next year the firm should know enough about this very specialized event to make sure

THE SPORT

continued

of victory. The car for this year's race will be an unsupercharged 4½-litre, tuned to give a lot of power in the middle range (where it is particularly needed on the circuit in question) and with the weight distribution offset in the American track racing fashion to assist in equalizing the stresses on a course which has only four corners, all left hand. Now that Ascari has transferred his allegiance to Lancia, the Ferrari team has no first line driver with experience of the American classic, and it may even be decided to engage an American driver to handle the car; this particular race, of course, demands a technique which is widely different from that of road racing.

Ferrari will also enter two cars in the 12-hour sports car race at Sebring, in Florida, on March 7. The team will include Farina, Maglioli, and two other drivers yet to be nominated.



G. C. Smith slides on a corner at Wairamarama Hill in the N. Island hill climb championship in New Zealand. George Smith, who has been racing successfully for over thirty years, was the previous record holder for this hill with this 5.1-litre Ford Special, the Gee Cee Ess.

The annual Cleve Hill trial run by the Hagley and District L.C.C. took place last Sunday, February 7, in difficult conditions, which prevented any of the 28 starters from preserving a clean sheet. Snow was present in quantity, and two hills, Corner 1 and Corner 2, had to be abandoned altogether. The tie-deciding test was held on an ice-bound car park, with entertaining results. In spite of the conditions there were no appreciable delays, the last man finishing the course at 4.30 p.m. The winner was B. Baxter, driving the Atkinson Special, who scored 13 fewer penalty marks than J. D. Hollingsworth and W. E. Wykes, the runners-up. The Ladies' Prize went deservedly to Mrs. M. Lowe, driving one of her husband's products, a supercharged Dellow.

PROVISIONAL RESULTS

Cleve Hill Trophy (best performance): Atkinson 1,245 (B. Baxter), 38½ penalty marks; **Bell Cup** (best unsupercharged): Oliver 1,172 (J. D. Hollingsworth), 51½; **Hagley Cup** (best supercharged): Dellow 1,172 (W. E. Wykes), 51½; **Angel's Award** (best lady): Dellow 1,172 (Mrs. M. Lowe), 61½; **First-class Awards**: Dellow 1,172 (A. E. Marsh) and Cranford 1,090 (J. Deeley).

39 entries: 11 non-starters; 4 non-finishers.

PLANS for the coming season are now making an appearance in all directions. Alan Brown will this year once more drive for R. J. Chase, of the Equipe Anglaise; the cars will be 2-litre Cooper-Bristols, in both racing and sports versions, together with a new and exciting Cooper sports car equipped with a 3-litre Aston Martin power unit. The power-weight ratio of this machine should give it a very high performance indeed.

IN speed hill climbs this year, both in this country and abroad, Peter Bell's well-known supercharged 2-litre E.R.A. will be driven by M. A. H. Christie, together with another car as yet unspecified. For the last two seasons, the E.R.A. has been handled by Ken Wharton. Michael Christie will also drive his 1,100 c.c. unsupercharged Cooper, with which he scored several successes last year.

OVER in New Zealand, the North Island Hill Climb Championship was held last month at Wairamarama Hill, 45 miles south of Auckland, and organized by the Northern Sports Car Club. The hill is seven-eighths of a mile long, with an average gradient of about 1 in 8, and includes fourteen bends. In spite of some severe bumps and patches of loose gravel, three drivers broke the record for the hill and the previous record holder (G. C. Smith) equalled his own record in his Ford Special.

An exciting battle for first place developed between Horace Gould in his Cooper-Bristol and R. A. Gibbons in a 1,100 c.c. Cooper-J.A.P. Victory finally went to the latter, but by only one-fifth of a second. Gould was particularly hair-raising in his efforts to reduce his time. Incidentally, checks on the only straight section showed the two Coopers to be appreciably faster than all other cars, the six-cylinder being the quicker of the two. R. Roycroft, in his Bugatti-XX, took third place; G. C. Smith finished fourth, in spite of having blown up his new Chrysler (350 b.h.p.) engine at Ardmore shortly before and having been constrained to refit his trusty old 5.1-litre V-eight unit.

RESULTS

1. Cooper-J.A.P. 1,100 (R. A. Gibbons), 53.5sec; 2. Cooper-Bristol 1,971 (H. H. Gould), 53.5; 3. Bugatti-XX 3,442 (R. Roycroft), 56.0; 4. Ford Special 5,100 (G. C. Smith), 56.4; 5. Allard Special (T. Hawkes), 58.0; 6. Palmer Special (G. Palmer), 58.6.

MORE recently, but also in New Zealand, the Lady Wigram Trophy race at Christchurch resulted in a victory for Peter Whitehead, driving his 2-litre Ferrari, supercharged for its Antipodean tour. Ken Wharton led the field in the B.R.M. for 42 of the 48 laps, but then had a 1½ minute pit stop; Whitehead, on the other hand, ran non-stop throughout. This dropped the B.R.M. to third place behind Tony Gaze in the supercharged 2-litre H.W.M.; finally Wharton had to push the car for the last quarter of a mile, after it had broken an oil pipe.

PROVISIONAL RESULT (race distance 100 miles)

1. Ferrari 1,996 s (P. N. Whitehead), 1h 9m 51.3s; 85.8 m.p.h.; 2. H.W.M. 1,960 s (P. A. O. Gaze), 1h 10m 52.5s; 81.5 m.p.h.; 3. B.R.M. 1,468 s (K. Wharton), 1h 16m 19.5s; 4. Alfa Romeo 2,904 s (A. McMillan), 1h 16m 59.4s.

COMING SHORTLY

FEBRUARY 12—Kentish Border C.C. Annual dinner, Chisnans, Lewisham, London, S.E.13.

12—Southsea M.C. Annual dinner and dance, Royal Beach Hotel, Southsea, Hampshire.

12—Sporting O.D.C. Annual dinner, Bell Hotel, Aston Clinton, Buckinghamshire, 7.30 p.m.

12—Lancaster M.C. Dinner and film show, George Hotel, Dorchester-on-Thames, Oxfordshire, 7 p.m.

12-13—Yorkshire S.C.C. Yorkshire Rally, Town Hall, Harrogate, 10 p.m.

13—Bristol M.C. and L.C.C. Allen Trophy Trial, Ridgeway Garage, Wells Road, Whitchurch, Bristol, 2.30 p.m.

14—M.G. Car Club. Chilterns Autocross, Water End Farm, Studley Green, Stokenchurch, Buckinghamshire, 10.30 a.m.

14—Brighton and Hove M.C. February Rally, Madeira Drive Arches, Brighton, 10.30 a.m.

14—Middlesbrough and District M.C. Winter Car Rally, Market Place, Stokesley, Yorkshire, 10.30 a.m.

14—Berkhamsted M.C. and C.C. Point-to-Point, The Kings Arms, Berkhamsted, Hertfordshire, 2.30 p.m.

14—Cemian M.C. Chiltern Rally Aerodrome Hotel, Purley Way, Croydon, Surrey, 1 p.m.

14—North Devon M.C. Houlford Memorial Trophy Trial, Hunters Inn, near Parracombe, Devonshire.

14—Coventry and Warwickshire M.C. Valentine Rally, The Sportsman's Arms, Allesley, Warwickshire, 10.30 a.m.

14—Citroen C.C. Valentine Hunt, Bale and Co., Ltd., South End, Croydon, Surrey, 2 p.m.

16—Vintage S.C.C. Film show, Town Hall, King Street, Hammersmith, London, W.6, 6.45 p.m.

18—Chiltern C.C. Film show, Bell House Hotel, Beaconsfield, Buckinghamshire, 8 p.m.

19—Aston Martin O.C. Film show, British Council Theatre, Hanover Street, London, W.1, 7 p.m.

20—Riley M.C. Winter Rally, 66, Barnett Wood Lane, Ashted, Surrey, 1.45 p.m.

20—North Midland M.C. Annual dinner and dance, Maynard Arms Hotel, Grindleford, Derbyshire.

20—A.C. Owners' Club. Annual dinner and dance, Londonderry House, Park Lane, London, W.1.

20-21—U.H.L.M.C. Rosette Night Navigation Rally, The Kings Arms, Stokenchurch, Buckinghamshire, 9 p.m.

21—N. London Enthusiasts C.C. Jacobean Trophy Trial, W. Waters and Sons, Ltd., Barnet-by-pass, Hatfield, Hertfordshire, 10.30 a.m.

21—Northampton and District C.C. Spring Sporting Trial, Market Square, Northampton, 10 a.m.

21—North Midland M.C. Kitching Trophy Trial, Maynard Arms Hotel, Grindleford, Derbyshire, 10.30 a.m.

CLUB NEWS

Maidstone and Mid-Kent M.C.—The date of the annual Bossom Trophy Trial for 1954 is October 24, and not, as recently circulated in a list of B.T.D.A. Gold Star events, in September.

Monte Carlo Rally British Competitors Club.—The annual dinner, together with the film show of appropriate films relating to this year's rally, will take place on February 25 at the Clarendon Restaurant, Hammersmith, London, W.6, from 7 to 11.30 p.m. Full details from the secretary, Major R. Gough, 2, Malcolm Court, 38, The Avenue, Branksome Park, Bournemouth.

Dundee and Angus M.C.—The club has celebrated its 50th anniversary by opening permanent club rooms at 21, King's Road, Dundee. Mr. George Simpson presided at the opening ceremony.

Rolls-Royce (Car Division) M.C.—The annual dance and trophy presentation was held at Beeston Towers Hotel near Tarporey on Friday, January 15. Approximately 100 members and guests attended and trophies were presented by Mrs. R. N. Dorey.

Northern Heights M.C.—Details and regulations of the Recognition Test which is to be held on February 21 can be obtained from H. W. Wensell, 70, Faversham Avenue, Enfield, Middlesex. Prospective members are cordially invited.

United Hospitals and U.L. M.C.—Supplementary regulations are now available for the Rosette night navigation rally which is to be held on February 20 and 21. Copies of these regulations can be obtained from the secretary of the club, J. D. Nelms, The Medical School, University Street, London, W.C.1.

North Devon M.C.—The annual Houlford Memorial Trophy trial will be held on Sunday, February 14, starting from Hunter's Inn, near Parracombe. Invited clubs are: Taunton M.C., Bristol M.C. and L.C.C., Plymouth M.C., London M.C. and Sunbac. The trial is open to cars conforming with the 1953 R.A.C. regulations. Regulations may be obtained from the secretary, S. J. Guard, 32, Vicarage Lawn, Barnstaple.

The Mullacott Trophy trial, held on Saturday, January 23, resulted in a win for I. D. Lewis of Bristol.

Liverpool M.C.—The New Year rally, held on January 23-24, covered 130 miles in Cheshire and North Wales, starting from Mollington, at midnight and finishing at Hoylake early on Sunday morning; an average speed of 30 m.p.h. was required. A tie-deciding test was held in a howling gale on the exposed summit of Hope Mountain, best time going to D. S. Done's Triumph TR2 sports car, which won the event—almost the competition debut of this interesting new car. Of the 31 entries, two failed to start and 13 retired.

Results: Stott Trophy and Replicas: Triumph TR2 (D. S. Done) 0 marks lost, test time 17.8s.

Runner-up: M.G. TD (L. Windsor—B. C. Harrocks) 0 marks lost, test time 18.2s. Navigator's Award: Wing Cdr. J. A. Storrer, in winning car. Novice's Cup: Ford Prefect (W. Neale) 330 marks lost, test time 20.8s.

The Jeans Gold Cup rally will be held on February 27-28 and entries close at midnight on Saturday, February 20. The event will be run between 8 p.m. on Saturday and 8.30 a.m. on Sunday morning and will cover about 340 miles of metalled roads. The start will be at the Gateacre Hall Country Club, Liverpool, and the finish at the Fountain Hotel, Hawes.

Riley M.C.—The Winter rally will be held on February 20. The route has been chosen for its picturesque and interesting nature and will not include any trials sections; driving tests, however, will be included at various points. The route will be approximately 45 miles in length over which the scheduled average speed will be 20 m.p.h. The start will be at the premises of Norman Roundhill and Co., Ltd., 66, Barnet Wood Lane, Ashted, Surrey, at 1.45 p.m. and the R.A.C. Country Club, Woodcote Park, Epsom, will be the finish.

Seven-Fifty M.C.—There will be a grass track speed meeting, confined to members, on March 7. There will be classes for open and closed Austin Sevens, formula and trials Austins, 1,172 c.c. formula and trials cars, and for associate members' cars, divided according to engine capacities.

Worcestershire M.C.—Real wintry weather conditions prevailed for the 23 competitors who took part in the recent Winter Rally. The start—and the first test—were in private grounds at Worcester. From here competitors followed a route which was indicated by National Grid reference numbers; the lunch stop was at the Queen and Castle Hotel, Kenilworth. Driving tests were included during the morning's route and, after lunch, further driving tests and route finding brought the total distance to a little over 100 miles.

Results: Best Performance, Morgan Plus Four (L. Yarranton); Class 1, 1, Austin A.30 (D. Williams); 2, Rover 12 (M. Price); Class 2, 1, Morgan Four-Four (G. Stallard); 2, Morgan Four-Four (Miss A. Jervis). Previous Non-winner's Cup: M.G. TC (R. D. Butterell).


Bentley Drivers' Club.—Supplementary regulations for the Eastbourne Rally have now been issued. This event will be held from Friday, April 9, to April 11 and entry forms can be obtained from Lt. Col. C. H. D. Berthon, Madges, Long Crenodon, Aylesbury, Buckinghamshire.

Bugatti O.C.—The Silver Jubilee International hill-climb at Prescott will be held on Sunday, September 19, and not on September 12, as previously announced by the club.

Bolton le Moors C.C.—The annual rally driving tests will be held on March 7, 1954. This is a qualifying event for the B.T.D.A. Silver Star rally competition. Supplementary

Ian Appleyard, guest of honour at the Lancashire Automobile Club's Hot-Pot Supper, addresses the gathering. On his left is Mr. Attwater, chairman, and on his right is Mr. J. M. Toulmin, a former chairman and well-known trials driver.





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CLUB NEWS

continued

regulations for these tests can be obtained from H. Whalley, 101, Blackburn Road, Darwen, Lancashire.

Midland A.C.—The annual dinner and prize presentation took place last Friday, February 5, and approximately 200 people made the journey to the Raven Hotel at Droitwich. The awards were presented by Mrs. Crabtree; speeches were cut to the absolute minimum, and much of the talk during a pleasant evening centred on the recent Monte Carlo Rally and the experiences of members therein.

Forces M.C.—Intended for serving and ex-Servicemen of H.M. Forces, the club's enrolment continues at the healthy rate of about 100 per month. It is now possible for members to start or renew R.A.C. membership at reduced subscription rates, since

the club is an associate of the R.A.C. Documents are being prepared to form a non-profit-making, limited liability company and attention is focused on preparation of a sporting and social programme. Members who would like to compete in or help organize a night navigation trial in the Tidworth-Bulford-Larkhill area in April are asked to write to Major H. G. M. Williams, T.D., 15, Lambdown Terrace, Perham Down, Tidworth, Hampshire.

Incorporated Auctioneers' C.C.—The results of the competitive run in the Surrey and Sussex area on January 24 are as follows: M.G. TD (J. R. Shotton), Ford Prefect (B. C. Roach), Standard Vanguard (H. F. A. Minter). The Visitor's Prize was won by R. O. Wells' Austin A40 with J. Saint's Ford Prefect runner-up.

IN BRIEF

Mr. J. M. Omand has been appointed manager of the service field division of Vauxhall Motors.

Reg. Timms (Motors), Ltd., have recently opened new showrooms at 28-30, High Town Road, Luton, Bedfordshire.

The Autocar regrets to record the death of Mr. G. B. Milburn, who was tyre sales executive at Fort Dunlop. He was aged 49.

A party of 44 Swedish car distributors arrived in this country last week on a tour of Rootes Group manufacturing and service organization.

Mr. L. P. Lord, K.B.E., chairman of the British Motor Corporation, left for South Africa and Australia on the liner Pretoria Castle on January 29.

Mr. D. H. Henri has relinquished his position as manager of the standards department of the Society of Motor Manufacturers and Traders, Ltd.

In an effort to promote road safety among its 3,000 representatives, Unilever, Ltd., has issued a booklet entitled *A Guide to Safe Driving*. Several useful hints are included and interesting road casualty figures are tabulated.

The board of Wilmot-Breeden, Ltd., propose to recommend to the shareholders that the sum of £504,000 should be capitalized by the bonus issue of three 5s ordinary shares for every two 5s ordinary shares now held.

Mr. Kenneth Horne, sales director of the Triplex Safety Glass Co., Ltd., of Birmingham, plays a leading part in a new film produced by the British Productivity Council. These films are designed to increase industrial output.

To mark his retirement from Standard and Triumph Sales, Ltd., a luncheon was given in honour of Col. R. E. Maude at the Dorchester Hotel, London, on February 3. Mr. H. G. Henly took the chair. After a brief toast to the guest of honour, Mr. Henly concluded a summary of Colonel Maude's career by pre-

senting him with a cheque from the area dealers for £500 and an album containing the signatures of all those present. In acknowledging these tributes, Colonel Maude said that the success of his company was mainly because of teamwork and not the result of individual effort.

Mr. Donald Harrison, sales and service director of the Nuffield Organization, left London airport on February 5, on a sales promotion tour of America.

George Osborne, Ltd., Herne Hill Road, London, S.E.24, have opened a new paint spraying and panel beating department at Brixton Hill, London, S.W.2. The entrance to this works is in Blenheim Gardens.

Mr. C. H. S. Haygarth, deputy general manager of Shell-Mex and B.P., Ltd., has been appointed managing director of Pump Maintenance, Ltd., an independent organization which provides maintenance for pump and tank equipment used in the petroleum field.

Mr. F. T. Magennis, vice-president of the Goodyear Tyre and Rubber Export Co., has been awarded the French Legion of Honour in connection with his work with the International Road Federation. Mr. Magennis has been associated with the Goodyear company since 1917.

During a meeting of the Edinburgh Architectural Association last week, Mr. R. Furneaux Jordan, F.R.I.B.A., said that architects had not escaped from the nineteenth century idea of a city as a series of straight traffic arteries. The revolution in city transport, he considered, demanded a new approach to parking.

Information Sought

Correspondence, addressed c/o *The Autocar*, can be forwarded on behalf of readers seeking the following information and handbooks:—

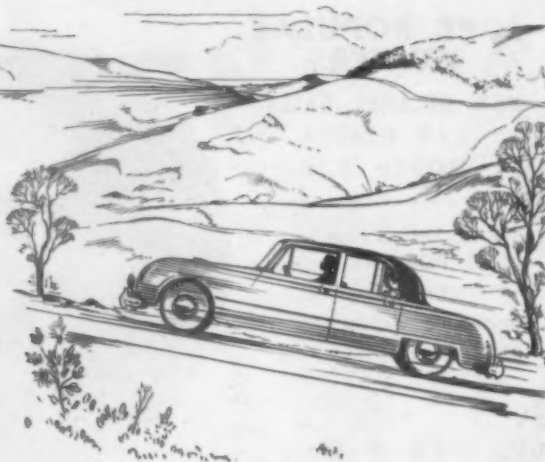
No. 16827.
"S.E.H."—1939 17.9 h.p. Renault workshop manual.

No. 16828. **Handbooks Required.**
"R.S.M."—1939 30 h.p. Studebaker President.
"A.J.S."—1933 9 h.p. Singer.
"L.S.T."—1937 Morris Eight, Series II.
"C.C.S."—1937 10 h.p. Austin Cambridge.

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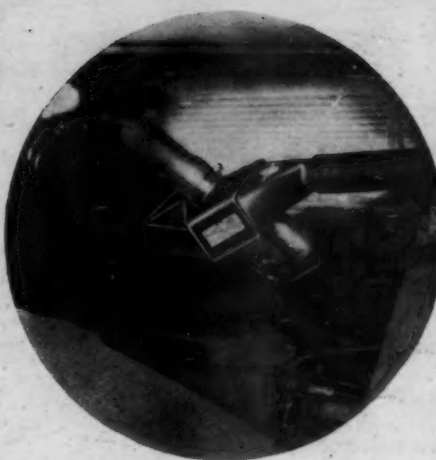
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1953 **JAGUAR** Mk. VII saloon. Black with red leather. Fitted heater. 2,000 miles **£1,450**

VAUXHALL Velox (Square Engine). Unregistered. Blush grey with grey leather. Fitted radio and heater. 8,000 miles **£685**

1952 **STANDARD** Vanguard sal. Blue with blue leather. 17,000 **£550**

1951 **AUSTIN** A70 Countryman. Fitted heater. Fawn. 26,000 **£675**

1954 (Series) **SUNBEAM-TALBOT** '90' Mk. IIa saloon. Gun grey with grey leather. 5,000 miles **£1,065**

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'53 FORD Prefect, blk/brown, 7,000 mls....	£510
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1947 MORRIS 10 Saloon	Black	£395
1952 ROVER 75 Saloon	Black	£1,045
1947 ROVER 12 S/Saloon	Black	£595
1948 STANDARD 14 Saloon	Black	£425
1953 STANDARD 18 Vanguard Saloon	Grey	£645
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1952 TRIUMPH Renown Saloon	Black	£795
1951 VAUXHALL Wyvern Saloon, and Heater	Metallic Green	£545
1953 VAUXHALL Wyvern Saloon	Black	£745
1949 VAUXHALL Velox Saloon, Radio and Heater	Blue	£495



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USED CARS FOR SALE & WANTED — SPARES & SERVICE

!! Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." [C1046]

1949 (June) saloon, excellent condition throughout, 37,000m. one owner: £495.—Box 3390. [6786]

1953 A.C. saloon, grey/blue upholstery, low mileage, immaculate condition: £550.—Exclusive Cars, Ltd., Cardiff. Tel. Cardiff 32094. [6625]

1951 (October) A.C. 2-litre saloon, colour blue, blue leather, heater, radio, new tyres, taxed, one owner: £695.—Woking Motors (Maybury Hill), Ltd., Woking 1928. [C4057]

575ms.—A.C. October, 1949, 2-litre sports saloon, grey, red leather, one owner, unmarked; terms, exchange, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

BEAUTIFULLY maintained, 1951 (Oct.) A.C. 2-litre saloon, finished in Pacific green with fawn leather, fitted with heater, appearance absolutely immaculate, a one-owner car with a delightful performance; written guarantee; terms, exchange.—H. F. Edwards, Ltd., 28-30, Upper High St., Epsom, Surrey. Tel. Epsom 9400. Woking 1928. [C5001]

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CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041; open till 8 p.m. Mondays to Saturdays; write for catalogue. [C1035]

REQUIRED, good used A.C.—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000]

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for A.C.—Hampstead (Tube), N.W.3, Ham. 6041. [W4018/R]

H. F. EDWARDS, Ltd., offer immediate cash for good A.C.—Detail's place, to 200, Great Portland St., London, W.1. Tel. Langham 6012. [W2003]

ALFA-ROMEO

!! Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." [C1046]

BARTLETT—Alfa-Romeo 2.3 6-cyl. 4-wheel, i.s., semi-streamlined saloon, paintwork unmarked: £450.—27a, Pembroke Villas, W.11. [C1013]

Alfa-Romeo Cars Wanted

BARTLETT will pay more for good Alfa-Romeos.—27a, Pembroke Villas, W.11. Baywater 0523. [W1013]

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Alfa-Romeo.—Hampstead (Tube), N.W.3, Ham. 6041. [W4018/R]

Alfa-Romeo Spares and Service

THOMSON & TAYLOR (BROOKLANDS), Ltd., spares and service for all Alfa-Romeo cars.—Brooklands Track, Weybridge. Byfleet 520. [0214/R]

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CAR MART, Ltd.

1950 Allard 50hp 2-door saloon: £450.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [C1039]

L. F. WARD, Ltd.

1949 Allard drop head coupe, grey: £425.

L. F. WARD, Ltd., Grange Road Garage, Grange Rd., Thornton Heath, Tel. Thornton Heath 3347, London office: Mayfair 0146. [C4043]

AUTOMOBILIA, Ltd., offer:—

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SALES & WANTS

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MOTORISTS!

ACCOMMODATION—HOTELS
GUEST HOUSES, ETC. FOR
BUSINESS OR PLEASURE

See page 73

ALLARD

1938 Allard Special: £175.—Below.

1952 Allard saloon, radio, windscreen washer: £450.—Wroote Motors, Doncaster 49560. [6881]

RICHARDS & CARR always best value

1952 Allard P1 saloon, 15,800 miles, one owner, beautiful car: £575.

1951 K2 2-seater, one owner, spotless condition: £595.

1949 J2 2-seater, Mercury engine, twin S.U. carburetors, h.c. head: £495.

1949 drop head coupe, radio, very trim: £545.

35 Kinnerton St., London, S.W.1. Sloane 5424. [C3045]

CHARLES POLLETT, Ltd., 18, Berkeley St., W.1. Mayfair 6266, offer:—

1951 (Oct.) Allard P.1 saloon, black, radio and heater, one owner, 20,000 miles only, this car is in superb order throughout: £565.

SERVICE WORKS & STORES, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5956. [C201C]

1951 (July) J.2 2-seater De Dion axle: £590; terms, exchange.—7, George Yard, Grosvenor Sq., W.1. Mayfair 0131.

BARTLETT—Allard 1951 (October) P.1 saloon wireless heater, exceptionally smart: £475.—27a, Pembroke Villas, W.11. [C1013]

395ms.—Allard, 1949 sports 2-seater, high-coupled, twin headlights, twin spallights, excellent condition; terms, exchange.—Rowland Smith, below.

365ms.—Allard, September, 1948, sports 4-seater, foglamp, tonneau cover, excellent condition; terms, exchange, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

£495—1950 Allard saloon, black, loose covers, twin spotlights and many extras, 26,000 miles; terms, exchange.—O. S. Hall, Ltd., 502 Kings St., Hammermith, W.6. Riverside 2881. [C2031]

1949 model 4-seater drop head coupe, very good example indeed, new fitted hood, etc., exceptional value: £325.—Harold Webb Motors, Ltd., 765-7, Romford Rd., Manor Park, E.12. Ilford 5151-2. [6833]

CAMDEN MOTORS for Allards.—1952 four-seater drop head coupe, beautifully finished in metallic grey with blue leather upholstery, new style frontal treatment, fitted heater, spallights, etc., one owner only since new: £645.

CAMDEN MOTORS for Allards.—1951 P.1 saloon, 2-seater, radio, finished in black with fawn leather upholstery, excellent runner, having been recently overhauled: £495.

CAMDEN MOTORS for Allards.—1950 P.1 saloon, similar to above, in grey/grey, very good all-round condition: £445.

CAMDEN MOTORS for Allards.—1950 four-seater drop head coupe, black/brown, very fine example, steering column gear change, excellent tyres, new hood recently fitted: £450.

CAMDEN MOTORS for Allards.—1948 (Nov. '47 fitted) 2-seater roadster, recently fitted reconditioned engine, this is one of the nicest examples we have offered, cream with red leather upholstery, many extras: £345.

CAMDEN MOTORS for Allards.—Leighton Buzzard, Beds. Tel. 2041; open till 8 p.m. Mondays to Saturdays; write for catalogue. [C1039]

£320 or nearest.—1949 (June) Allard coachbuilt sports saloon 4-seater, green leather, Dunlop sun roof, luggage boot, chrome window surrounds, twin wipers, Windtones, column change, excellent condition, taxed, any trial.—2, Ashbourne Rd., Derby 42059. [6747]

Allard Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Allard.—Hampstead (Tube), N.W.3, Ham. 6041. [W4018/R]

B. J. HUNTER, Ltd.

FOR immediate purchase of your Allard.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6305. [W2040]

J2 or K2 wanted for cash.—Tel. Valentine 4674 after 6 p.m. [W2016]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Allard Cars Wanted
ALLARD wanted, any model, any condition.—Shoreditch 6905. [C6500]
BARTLETT will pay more for good Allards.—27A, Pembroke Villas, W.11. Bayswater 0523. [W1013]
RICHARDS & CARR, the best Allard buyers.—35, Kinnerton St., London S.W.1. Sloane 5424. [W3045]
PERFORMANCE CARS urgently require Allard.—Great West Rd., Brentford, Middlesex. Ealing 8841. [W3041]

CAR MART, Ltd.
1952 Alvis 3-litre saloon, radio, heater: £1,195.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [C1039]

GUY SALMON AUTOMOBILES offer:—
1952 Alvis 3-litre saloon, black and burgundy/beige leather, 19,000 miles, one owner, immaculate condition: £1,125.—Portsmouth Rd., Thames Ditton, Esherbrook 5551-2-3. [C4001]

BROOKLANDS: Alvis London distributors.
1952 Alvis 3-litre saloon, small mileage.
1951 Alvis 3-litre 4-door saloon: £960.
ABOVE cars guaranteed; from £950.

DEFERRED terms; confidence, solidity, security.
103 New Bond St., London, W.1. Mayfair 8351-6. [C1039]

1952 3-litre Alvis sal., black, one owner, except. cond.: £1,050.
1951 3-litre Alvis Tickford coupe, maroon, radio, heater, 25,000 miles: £995. [C4029]

TICKFORD, Ltd., 8, Upper St. Martin's Lane, W.C.2.
 Temple Bar 3538.
!! Cheapest Motors Ltd.—See our advertisement under "Sports Cars." [C1046]

1951 Alvis 3-litre T.A. 21: £995.—Dunham & Haines, 46, Castle St., Luton 2100-1. [C1079]
1951 Alvis 3-litre saloon, black, light blue interior, equipped with fog lamp and heater: £895.
PARKERS, Ltd., Bradshawgate, Bolton 4080. [C6784]

PERFORMANCE CARS.—Good selection always available; written guarantee.—See under "Sports Cars."
ALVIS 3-litre saloon, metallic grey, late 1951 (1952 modifications), one owner, 16,000 miles: £975.—Campbell Symonds, Arnold 2246. [C1087]

1948 Alvis Tickford coupe, grey with blue leather, one owner from new, 17,000 miles only: £540.
APPLETON & ARUNDALE, Ltd., Scarborough. Tel. 553. [C6627]

1935 Alvis Silver Eagle 16.9 saloon, very good indeed: £145.—Ace of Spades, Great West Road, Hounslow 5476 (Osterley Station Tube). [C2050]

1948 Alvis 14 Duncan 2-door streamlined saloon, wheel discs, loose covers, twin horns: £499.—Steele Griffiths, London, S.E.5. Rodney 2201-6. [C6694]

1948 Alvis 14hp saloon, black, heater, extras, perfect engine, terrific performance: £510.—Jennings, 192, Melton Rd., Leicester 61335. [C6718]

1950 Alvis 14hp saloon, maroon, beige leather, engine reconditioned 100 miles, superb condition: £695.—Stamford Hill 2232/0464. [C6814]

ALVIS P.14 1948 drop head coupe, maroon, radio, heater, one owner: £495; no dealers.—Court, 4, Curzon Place, W.1. Grosvenor 3261. [C6906]

SPEED 25 Charlesworth saloon 1937, practically new tyres, spare unused, twin spots, twin horns, Ace discs, one previous owner: £250; Midlands.—Box 5394, [C6770]

1949 Alvis T.A. 14 sports saloon, one owner, one of the finest of its kind, guaranteed: £675.—G. W. Wilkin, Ltd., 1, Weston Park, Kingston-on-Thames. Kin. 2241. [C4053/1]

1951 Alvis 3-litre saloon, one owner, radio and heater, superb condition, guaranteed: £950.—G. W. Wilkin, Ltd., 1, Weston Park, Kingston-on-Thames. Kin. 2241. [C4053]

1947 (Sept.) Alvis 14hp saloon, black, with beige leather, perfect throughout: £525.—Gibson's Sports Cars (Christchurch) Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1881. [C6405]

£265!!!—Alvis Speed 20 sports 4-seater, late owner carefully maintained this vehicle since 1937, recently overhauled, unquestionably magnificent and outstanding condition; 3 months' guarantee; hire purchase, exchanges.
LAMBS, Finchley Showrooms, 421/423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground). [C2052]

725 gns.—Alvis 14, 1950 saloon, sliding head, leather, radio, heater, carefully used, exceptional condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]

Alvis Cars Wanted
ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Alvis.—Hampstead (Tube), N.W.5. Ham. 6041. [W4015/R]

B. J. HUNTER, Ltd.
FOR immediate purchase of your Alvis.
B. J. HUNTER, 22, Cricklewood Broadway, N.W.2.
 Tel. Gladstone 6503. [W2040]

48/51 one owner Alvis 14 saloon, good condition; private cash buyer.—Pal. 2928, 0734

Alvis Cars Wanted
REQUIRED, good used Alvis.—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000]

PERFORMANCE CARS urgently require Alvis.—Great West Rd., Brentford, Middlesex. Ealing 8841. [W3041]

H. F. EDWARDS, Ltd., offer immediate cash for good Alvis.—Details, please, to 19, Seabrook Rd., Hythe, Kent. Hythe 6731. [W2059]

GATEHOUSE MOTORS buy for cash Alvis 12/70 coupes and saloons.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Tel. Mountview 4444. [C2091]

Alvis Spares and Service
ALVIS, Ltd., Service Station, 632, Finchley Rd., London, N.W.11. Tel. Speedwell 6762-3-4. Grams, Alviscar, Gold, London. [C0591/R]

AND AT ALVIS, Ltd., Service Station, Holyhead Rd., Coventry, Tel. 5501. Grams: Alvis, Coventry. [C0591/R]

CHARLES POLLETT, Ltd., Alvis specialists.
SHOWROOMS: 16, Berkeley St., W.1. Mayfair 5266.
SPARE PARTS.
SERVICE: Barnside Yard, off Egin Ave., W.9. Tel. Cunningham 5936-7-8. [C0591/R]

KINGSTON-ON-THAMES Alvis agents & specialists.
G. W. WILKIN, Ltd., 1, Weston Park and 84, Eden St. Kin. 2241-2. [C4053/R]

MANCHESTER.—Alvis repairs and spares, main agents.
A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874-5. [C0653/R]

LANCASHIRE and Cheshire sales service and spares specialists.—Parkers (Manchester and Bolton), Ltd.
 Bradshawgate, Bolton (Tel. 4080), and 176, Deansgate, Manchester (Tel. Deansgate 4507). [C0899/R]

AMERICAN CARS
ATTENTION!!!
LARGE selection of post-war American cars in stock; see under individual classifications.—Simpson's Motors (Wembley), Ltd. (American Car Specialists), 345, High Rd., Wembley 8691/3905. [C4015]

CAMDEN MOTORS offer:—
STUDEBAKER drop head coupe, 1950, 22hp right-hand drive Champ on leather, with overdrive, radio and heater.
STUDEBAKER Commander 26hp 6-seater saloon, 1948, right-hand drive.
STUDEBAKER Champion 22hp 4-door saloon, 1948, right-hand drive, leather upholstery.
PONTIAC Streamliner drop head coupe, 1946, full fourseats, right-hand drive.
BUICK Super 8 saloon, 4-door model, 1947, right-hand drive.
BUICK Super 8 saloon, 2-door model, 1948, right-hand drive.
BUICK Series 40 Special 4-door saloon, 1949, right-hand drive.
PACKARD Clipper 26hp 4-door saloon, 1947, right-hand drive.
PACKARD Clipper 29hp 4-door saloon, 1947, right-hand drive.
CHRYSLER Windsor 28hp saloon, 1952, right-hand drive, 9,000 miles.
LEO 35 pre-war American cars, saloons, drop heads, Club coupes.—For full details, write, call or phone, Camden Motors, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Mon-Sat to Saturdays. Write for catalogue. [C1035]

METCALFE & MUNDY, Ltd.
1952 Buick saloon, 7,000 miles.
1949 Cadillac convertible.
1948-9 Cadillac saloon.
1947 Pontiac convertible, all extras.
1947 Cadillac convertible.
280 Old Brompton Rd., S.W.5. Frenantle 5471. [C3064]

TAYLOR & CRAWLEY, offer:—
1948 Cadillac convertible, power operated throughout, radio, heater, covers, new hood, most immaculate condition and a very attractive car: £1,275.
HYDE Park Corner, Grosvenor Crescent Mews, S.W.1. Slo. 5213. [C4036]

£666!!! Oldsmobile 1948 aerodynamic sports saloon, magnificent throughout and looks worth double.—Below.
£666!!! Studebaker Land Cruiser, 26hp magnificent 8/7-seater, fitted radio, heater, etc., etc., looks a million dollars, very economical.—Below.
£525!!! Kaiser Friger saloon de luxe, magnificent vehicle, K series, similar to 1951 model, absolute gift at this price; 3 months' guarantee; hire purchase, exchanges.
LAMBS, of Wood Green, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground). [C2052]

NASH right-hand drive 600 model, one owner first registered in this country August, 1949: £565.—Tel. Euston 6071 or 2922, 9 till 6. [C6853]

BRITISH & COLONIAL MOTORS, Ltd., offer a selection of post-war American cars; enquiries invited.—15/14, Upper St. Martin's Lane, Adj. Leicester Sq. Tube Stn., W.C.2. Temple Bar 5368. [C1027]

425 gns.—Plymouth 1947 specially imported 26hp saloon, r.h.d. column gear change, one owner, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]

AMERICAN CARS WANTED
AMERICAN car wanted for cash.—Tel. Valentine 4674 after 6 p.m. [W2018]

American Cars Wanted
ATTENTION!!!
SIMPSON'S, The American Car Buyers, require all American cars.—Wembley 8691/3905. 345, High Rd., Wembley. [W4015/R]

POST-WAR American cars wanted.
RO TIMMS (MOTORS), Ltd., 17-18, High St., Tootingdon. Beds. Tel. 31. [W4064]

JOB THOMPSON (MOTORS), Ltd., require American cars.—97, Fulham Rd., S.W.3. Kensington 4853. [W4028]

TAYLOR & CRAWLEY will buy low-mileage luxury American cars at very good prices. Hyde Park Corner.—33, Grosvenor Crescent Mews, S.W.1. Sloane 5213. [C4036]

ADVERTISER wishes to exchange, low mileage 1949 Mk. VI Bentley, standard steel, for a 1952 or 1953 American car, Buick preferred.—33, Green Lane, Walsley, Cheshire. Tel. Walsley 4643. [C6629]

BRITISH & COLONIAL MOTORS, Ltd., distributors for London and Home Counties, require good Chevrolet cars.—Upper St. Martin's Lane, Adj. Leicester Sq. Tube Stn., W.C.2. Temple Bar 5368. [W1027]

ARMSTRONG SIDDELEY
P & J
PASS & JOYCE, Ltd. (England's largest distributors), offer:
1952 Armstrong Siddeley Whitley 6-light saloon, preselector gears, radio, grey: £825; one week's free trial, guaranteed; deferred terms available, 184-186, Gt. Portland St., W.1. Museum 1501. [C3039]

CAR MART, Ltd.
1952 Armstrong Siddeley Lancaster saloon, heater: £795.—Car Mart, Ltd., Welsh Harp, Edgware Rd., N.W.9. Hendon 6500. [C1039]

SCOTT CARS offer:—
1950 Armstrong Lancaster, radio, heater, one owner, immaculate: £515.
SCOTT CARS, 347, Finchley Rd., London, N.W.3.
 Hampstead 2100/8676. [C4016]

BOON & PORTER, Ltd.
1952 (March) Whitley saloon, grey, 13,500 miles, virtually unscratched, one owner: £845.—Castelnau, S.W.13. (By Hammersmith Bridge). Riverside 4444. [C1082]

B. J. HUNTER, Ltd., offer:—
1953 Armstrong Siddeley 18hp utility, 2,000 miles only, as new: £725.
1951 Armstrong Siddeley 18hp saloon, chauffeur driven, definitely unmarked: £675.
B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2.
 Tel. Gladstone 6303. [C2040]

HAROLD SIMONS, Ltd., offer:—
LATE 1948 Armstrong Siddeley Hurricane drop head fourseats coupe, black/brown leather: £435.—Below.
1950 Armstrong Siddeley Sunshine Lancaster 4-door saloon, black, brown leather: £595; both unblemished appearance, splendid mechanical condition; 5 months' written guarantee; service after sale; exchanges, deferred; trade enquiries welcomed.—Harold Simons, Ltd., 397, High Rd., East Finchley, N.2 (at North Circular Cross Rd. 5 minutes Trolley East Finchley Tube). Finchley 0052-53. [C4065]

GUY SALMON AUTOMOBILES offer:—
1950 Armstrong Siddeley 18hp Lancaster saloon, black/beige leather, 26,000 miles, very well maintained example: £595.
1947-8 Armstrong Siddeley Typhoon, complete engine overhaul, most exceptional condition: £425.—Portsmouth Rd., Thames Ditton, Esherbrook 5551-2-3. [C4001]

ALAND & TABOR, Ltd., Welwyn By-Pass, Herts. Welwyn 481-2-3, offer:
1953 Armstrong Sapphire, finished black, beige leather, heater, mileage 2,000, immaculate condition throughout: £1,595. [C1001]

1952 Armstrong Whitley saloon, grey, one owner, radio, heater, faultless 15,000 miles: £965.
RIPOD, Ltd. (Armstrongs Purchasers), 16, Albemarle St., Mayfair, London, W.1. Hyde Park 2952/3-4. [C3052]

1939 18 saloon definitely superb throughout: £258.—Value Cars Ltd., East Sheen, Prospect 7520. [C4066]

£495!!!—Armstrong Siddeley Lancaster saloon de luxe, 1948 model but in spotless condition throughout; choice 2.—Below.
£465!!!—1948 Armstrong Siddeley Hurricane drop head coupe, 4/5-seater, immaculate and outstanding.—Below.
£395!!!—1946/7 Hurricane drop head coupe, carefully used and magnificent throughout; 3 months' guarantee; hire purchase, exchanges.
LAMBS OF WOOD GREEN, Finchley Showrooms, 421/423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground). [C2052]

CAMDEN MOTORS for Armstrong Sideldeys.—1952 Whitley saloon, manually operated gear box, one owner since new, very nominal mileage: £795.
CAMDEN MOTORS for Armstrong Sideldeys, 1948 Typhoon sports saloon, beautifully finished in beige with brown leather upholstery, serviced and maintained since new by distributors: £445.
CAMDEN MOTORS for Armstrong Sideldeys.—1948 Hurricane drop head fourseats coupe, one change of owner since new, immaculately finished in grey with red leather upholstery, new hood fitted in August of last year, built-in air conditioning: £495.
C Hurricane drop head fourseats coupe in excellent all-round condition, black with brown leather upholstery, 3-way hood position, good tyres: £365.
CAMDEN MOTORS for Armstrong Sideldeys.—1939 C Atlantic special bodied sports saloon, condition defined as new: £395.
CAMDEN MOTORS for Armstrong Sideldeys, Leighton Buzzard, Beds. Tel. 2041; open till 8 p.m. Mondays to Saturdays; write for catalogue. [C1035]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ARMSTRONG SIDDELEY

1939 Armstrong Siddeley saloon, very nice condition; £245.—Jacquer, Ltd., 225-7, Hammer-smith Rd., W.6. Riverside 6677-8. (C2043)

1950 Armstrong Lancaster: £545.—Clayton's Cars (London), Ltd., 357, Euston Rd., London, N.W.1. Tel. Euston 5222 (5 lines). (C1059)

£365—Armstrong Hurricane coupe (Oct. 1946), grey with grey leather, very well maintained.—Strattons, Ltd., 40, Berkeley St., W.1. (Mayfair) 6404. (C4022)

CAMDEN MOTORS for Limousines.—The largest selection in the country, over 60 in stock including Armstrong Siddeleys.—See our display hire car advert, page 35 in this issue. (C1035-1)

495 gns.—Armstrong Siddeley, October, 1950, 18hp Hurricane drop head coupe, heater, screen washers, one owner, excellent condition; terms, exchanges.—Rowland Smith, below.

495 gns.—Armstrong Siddeley, late 1948 Lancaster saloon, sliding head, leather, heater, carefully used; terms, exchanges.—Rowland Smith, below.

365 gns.—Armstrong Siddeley, 1947 Hurricane drop head coupe, manual gear change, heater, one owner, excellent condition; terms, exchanges. List; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (C4018)

1952 Armstrong Siddeley Whitley saloon, special colour scheme, hardly more than shop-worn, taxed; owner taking delivery new Sapphire; cost over £1,700.—Offers to agents at Rodney 2201-6. (C6869)

1951 Armstrong Lancaster saloon, black, brown leather, pre-selector, heater, excellent condition; £550.—39, Morton Way, Southgate, N.13. (Pace) 2870. (C6947)

1952 (Oct.) Whitley 6-light saloon de luxe, black with 12,000 miles, only, one owner, beautiful condition, reasonably priced.—Reeve & Stedford, Ltd., Broad St., Birmingham. Mid. 6842-3. (C6854)

1950 model Armstrong Siddeley 18hp Lancaster saloon, a one careful owner car, only having done 15,000 miles, pre-selector gears, heater, new tyres, taxed Dec., 1954; exceptional value at £245.—L. Dove, Ltd., Guildford Rd., Woking. Tel. 1282. (C1078)

ARMSTRONG 17, 7-seater limousine, 1938, reconditioned engine and gear box, face forward occasionally, exceptional condition; £275; exchanges, hire purchase.—B. & H. Motors, 1464-8, High Rd., Whetstone (Finchley), London, N.20. Tel. Hillside 6871-2. (C1020)

BEAUTIFULLY maintained 1947 (Nov.) Armstrong Siddeley Hurricane coupe, black and chromium, radio and heater, particularly attractive car, written guarantee, £330; terms, exchanges.—H. P. Edwards & Co., Ltd., 200, Gt. Portland St., W.1. Tel. Langham 0012. (C2005)

LIMOUSINES, immaculate selection 1951/18hp, forward occasional, partition, leather throughout, mileage 15,000, privately chauffeur, black, another 1951, cloth upholstery, 21,000 miles. £335. Alpe & Saunders Ltd., Providence Court, North Audley Street, Mayfair-2941. (C1006)

Armstrong Siddeley Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Armstrong-Siddeley.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

KIRKWOOD CARS buy pre-war Armstrong.—78, Streatham Hill, S.W.2. Tel. Hill 1246. (W2037)

MARSTON MOTOR CO., Ltd., for your Armstrong Siddeley.—Tel. Stn. 8000. Seven Sisters Rd., Tottenham, N.15. (0183/R)

H. F. EDWARDS, Ltd., offer immediate cash for good Armstrong Siddeley.—Details please, to 28-30, Upper High St., Epsom, Surrey. Tel. Epsom 9400. (W2001)

PASS & JOYCE, Ltd., England's largest distributors, wish to purchase carefully used post-war Armstrong Siddeley cars.—184-188, Gt. Portland St., W.1. Museum 1901. (0835/R)

7-SEATER privately owned 1939/39 Limousine required, also 18hp 1951/52—cash waiting, Alpe & Saunders Ltd., 2 Providence Court, North Audley Street, Mayfair-2941. (W1006)

CHARLES FOLLETT, Ltd., 18, Berkeley St., W.1. Mayfair 6295, official Armstrong Siddeley retailers and repairers.—Service Works & Stores—Barnsdale Yard, off Eglon Ave., W.9. Cunningham 5956. (W2010)

Armstrong Siddeley Spares and Service

A ROOT ENGINEERING, Ltd.

ARMSTRONG SIDDELEY owners, complete overhaul service, 48 hours' exchange engine service; prompt guaranteed work by specialists.

PRESLECTOR gear boxes: exchanges, reconditioning. Arcot Eng., Ltd., 169, Fulham Rd., Chelsea, S.W.3. Ken. 1301. (0644/R)

BIRMINGHAM joint distributors: spare parts from 1932.—Frank Moseley (A. & S.) Ltd., The Depot, Steward St., Birmingham, 18. Edm. 0916 (0549)

HENLYS, Ltd., Chesham Hill Rd., Manchester, 8, have large stocks of spares; reconditioning of cars and pre-selector gear boxes undertaken.—Tel. Deansgate 6216-7. (0603/R)

PASS & JOYCE, Ltd., England's largest distributors for Armstrong Siddeley, extend to their valued clientele the facilities of the Official Armstrong Siddeley Service Station for all after-sales service and spare parts.—Works: The Hyde, Edgware Rd., Hendon, N.W.9. (Colindale 5431). (0760/R)

ASTON MARTIN

H. W. MOTORS, Ltd., offer:—

1953 (June) Aston Martin DB2 saloon, fitted vintage engine, guaranteed 6,000 miles; £2,250. (C2252)

1952 Aston Martin DB2 saloon, fitted vintage engine, radio, outstanding condition, guaranteed mileage £1,950.—H. W. Motors, Ltd., Watlington-Thames 2404-5-6. (C2342)

ASTON MARTIN

BROOKLANDS: Aston Martin sole distributors.

1954 D.B.2 4 models available; show and demonstration.

1953 Aston Martin D.B.2 saloon, 6,000 miles.

1952 Aston Martin D.B.2 saloon, immaculate.

THE above are guaranteed.

BUY or sell your car with confidence.

103, New Bond St., London, W.1. Mayfair 8351-6. (C1029)

11 Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." (C1046)

1933 Standard, green; £175.—2, The Knoll, Beckenham, Kent. Sec. 1123. (6656)

Aston Martin Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Aston Martin.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

BARTLETT will pay more for good Aston Martins.—27a, Pembridge Villas, W.11. Bayswater 0523. (W1015)

ASTON MARTIN cars wanted for cash, full details.—Priory Motors, Ltd., Old Windsor, Windsor 2002-3. (0197/R)

PRIORY MOTORS, Ltd.

ASTON MARTIN main dealers.

SOLE suppliers of spares for all Aston Martin cars produced up to 1940, specialised servicing facilities, reconditioned engines available.—Straight Rd., Old Windsor, Tel. Windsor 2002-3. (0198/R)

AUSTIN SEVEN

1938 Austin 2-door Big 7 saloon; £150.

H. A. SAUNDERS, Austin House, 144, Golders Green Rd., N.W.11. Speedwell 0011. (C4004)

£145—1939 Austin Big 7 4-door saloon, good order throughout, any trial.—Capital Motor Co., Ltd., Tudor Garage, Tottenham Lane, Hornsey, N.8. Mountview 5451. (6193)

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 7.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

AUSTIN A30

CAR MART, Ltd.

LONDON distributors.

1953 Austin A30 4-door saloon; £465.—Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. (C1039)

D. J. SHEPHERD & Co. (ENFIELD), Ltd., offer:—

1953 Austin A30 4-door saloon, black, mileage 5,000 numerous extras, taxed; £465.—D. J. Shepherd & Co. (Enfield), Ltd., 456, Hertford Rd., Enfield, Howard 1651. (C4009)

Austin A30 Cars Wanted

CAR MART, Ltd., London distributors, wish to purchase Austin A30 cars.—Austin House, 297, Euston Rd., N.W.1. Euston 1212. (0925/R)

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin A30.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

AUSTIN EIGHT

£295—1946 Austin 8 saloon de luxe, excellently maintained throughout.—Belor.

£245—1946 (reg.) Austin 8 sports 4-seater, carefully used, just had rebore, etc.; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421/423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) (C2052)

£169—1940 Austin 8 tourer, clean car; terms.—Autonips, 5, Balham High Rd., Balham 1509. (C1009)

1947 Austin 8 4-door saloon, excellent condition throughout; £525.—L. F. Dove, Ltd., 69, Broadway, Wimbledon, S.W.19. Liberty 3456. (C1077)

1947 Austin 8 4-door saloon, black/brown leather, excellent condition; £525.—Northways Garage, Swiss Cottage, N.W.3. Primrose 1127. (C9026)

£325—1947 Austin 8 saloon, blue, blue interior, one owner, 26,000 miles, very carefully kept.—Broadway Motors, 67, High St., Hounslow, Hou. 0176. (C1028)

1947 Austin 8hp 4-door saloon, immaculate condition, £335; terms and exchanges.—H. Rose, The Lynch Garage, Uxbridge Middx. Tel. Uxbridge 5122 (opp. G.P.O.). (C3055)

325 gns.—Austin 8, 1947 de luxe saloon, sliding head, leather, excellent condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)

1939 (September) Austin 8hp saloon, two owners only since new, reconditioned engine last year, good tyres and battery; £235, or £30 deposit, balance over 18 months, exchanges, insurance, 50 cars always in stock under cover, write for list.—Tulse Hill Motors, Ltd., 26, Tulse Hill, Brixton, S.W.2. Tel. Tulse Hill 7106. (195 bus from Stockwell Tube Station passes the door.) (C4071)

PRIVATELY owned Austin 8.—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2766. (W2057)

AUSTIN 9 1946-47 wanted, in faultless condition; no dealers.—45, Highbury Park, N.3. Can. 1650. (3379)

Austin Eight Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 8.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

AUSTIN TEN

RAYMOND WAY.

RAYMOND WAY of Kilburn.

RAYMOND WAY, the hire purchase specialists.

1947 Austin 10 de luxe saloon, the most amazing car for its age in London, genuine 16,000 miles only, spare wheel unused, tools unwrapped, coachwork and interior absolutely as new, used for occasional business trips only, chauffeur driven and maintained, a specimen car; 410 gns.

THREE purchase terms on the spot with no reference, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

H. A. SAUNDERS, Canterbury Rd., Kilburn, N.W.6. Maids Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). (C4047)

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maids Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). (C4047)

AUTO SALES (LONDON) Ltd., offer:—

1946 Austin 10 saloon, specimen condition throughout; £335.—Auto Sales (London), Ltd., Balise Rd., N.W.6. Maids Vale 5555. (4769)

1939 Austin 10 Cambridge sun saloon, unrepaired, able bargain; £150.

H. A. SAUNDERS, Austin House, 144, Golders Green Rd., N.W.11. Speedwell 0011. (C4004)

325 gns.—Austin 10, 1946 saloon, leather, excellent condition; terms, exchanges.—Rowland Smith, below.

175 gns.—Austin 10, 1937 Cambridge saloon, sliding head, leather, very good condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)

1946 Austin 10 saloon, black and brown leather, well kept car, taxed; £310.—Tom Albert Automobiles, 68, Hill Rd., S.W.19. Wim. 5850. (6830)

£125—1935 Austin 10 de luxe saloon, excellent runner; £50 down.—Bray Motors, 190-184, West End Lane, N.W.6. Hampstead 6490. (C1024)

1947 Austin 10, black, brown leather, sunroof, one owner, unrepaired; £355.—Jack Forster (Auton), 395, Hendon Way, N.W.4. Hendon 1423-4. (C3063)

£259—1941 Austin 10, excellent condition, really fine car; choice of 2—O. P. Clapham, Ltd., 2c, Balham Hill, S.W.12 (100 yards Clapham South Tube), Batt. 1107-8-9. (C2024)

1947 Austin 10 de luxe saloon, black; £335; also 1940 Austin 10 saloon, £225; both cars in excellent condition.—S. Bowen & Son, Hillside Garage, Edgware Rd., Edgware 4464. (C1023)

1947 Austin 10 saloon, black/brown leather, sunshine roof, excellent condition; guaranteed; £355; 1941 Austin 10 saloon, sunshine roof, £245; also 1936 Austin 10 2-seater, £135; exchanges, terms.—Palmer, 53, York St., Twickenham. Popesgrove 1890/7087. (C3034)

Austin Ten Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 10.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

AUSTIN A40

ALWAYS

AUSTIN A40s. A selection with a written guarantee and free after sales service at

NALCO & ROOT, Ltd., 25, East Hill, Clapham Junction, S.W.11. Batt. 2252. (C3022)

CAR MART, Ltd.

LONDON distributors.

1953 Austin A40 Somerset saloon, heater; £625.

1951-52 Austin A40 Devon saloon, heater; £475.—Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. (C1039)

BOON & PORTER, Ltd.

1951 Countryman, one owner, serviced at regular intervals; £465.

1951 saloon, one owner, available next week; £445.—Castelnau, S.W.13. (By Hammer-smith Bridge.) Riverside 4444. (C1022)

H. A. SAUNDERS, Ltd., offer:—

1952 Austin A40 Devon saloon, green-brown upholstery, radio, heater; £545.

1951 Austin A40 sports, metallic grey, grey upholstery, heater; £565.

836—842, High Rd., N.12. Hillside 5272 (8 lines). (C2027)

SAUL & SLATTER, Ltd., offer:—

1951 A40, bottle green, sliding roof, heater, one owner; £495.—44-46, A. d'ermans Hill, N.13. Palmers Green 5551. (C4002)

KNIGHTSBRIDGE MOTORS, Ltd.

1949 (October) A40 4-door saloon, sliding roof, heater, one owner, expert model, l.h.d. good condition; special price, £335.

3, Roberts Mess, Loewes Place, Belgrave Sq., S.W.1. Sloane 4086. (C2063)

C.M.I. CAR SALES (P) 6623 offer:—

1953 Austin Somerset saloon, beige, heater, taxed rear; £425.

THREE months' guarantee; terms; list on application.—Swiss Cottage, Finchley Rd., N.W.3. (C1051)

1952 (June), green 10,000 miles, as new; £295.—March at Auton, 714, Euston 2347. (C3001)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

AUSTIN A40
H. A. SAUNDERS, Ltd., of Worcester.
1952 Austin A40 Countryman, cream with brown leather, 12,000 miles only.
AUSTIN House, Worcester. Tel. 2568. [C4005]

£495—Austin A40 saloon, 1951, sliding roof, fitted with heater, in excellent condition.
FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. [C2005]

1949 Austin A40 4-door saloon, with heater, in remarkably fine condition throughout; £490.
COLE'S GARAGES, Ltd., 42, Worpole Rd., Wimblesley 0195. [C1064]

1950 Austin A40, choice of three; £495.—H. C. Paul, Ltd., 32, Bruton Place, W.1. Mayfair 0921-2. [C3040]

1953 Austin A40 (February), 11,000 miles, colour beige, in excellent order and condition; £555.
Haskins, Ledbrooke 1155. [C2067]

1951 (August) saloon, dark green, with heater, one careful owner; bargain, £495.—Campbell Symonds, Wembley 6262. [C1037/1]

1953 Austin (Oct. 1) sun saloon, H.M.V. radio, heater, overriders, grey/blue hide, taxed quarter, mileage 6,483; £654.
Austin Devon, heater, steering column gear change; £467.

1952 (August) Austin A40 Somerset saloon, fixed head; £540.
Austin A40 Dorset saloon; £385.

1948 H. A. SAUNDERS, Austin House, 144, Golders Green Rd., N.W.11. Speedwell 0011. [C4004]

£595—1953 Austin A40 Somerset saloon.—Le Grice Elers, 107-5, Old Brompton Rd., South Kensington, S.W.7. Kensington 2477. [C2055]

1951 Austin A40 Countryman, one owner, 16,000 miles. £535; part exchanges, deferred terms.—Chain of Ealing, Perivale 4404/5. [C1043]

JACK ROSE, Ltd., offer: 1952 A40 sports, in grey, almost as brand new; heater; £375.—Stafford Rd., Wallington, Surrey. Wallington 6777. [C3056]

1954 model Austin A40 de luxe saloon, leather, heater, over-riders, 2,000 miles only; £639.—Steele Griffiths, London, S.E.5. Rodney 2201. [C6890]

1950 Austin A40, one owner, excellent order throughout; £495; 5 months' guarantee; terms and exchanges.
JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey, Mountview 5228 and 5774. [C4054]

1952 A40 Devon saloon, black, heater, 16,000 miles, one owner, carefully used.—James, 39, Egerston Gdns., S.W.3. [C6721]

1953 (August) Somerset, sun roof, heater, taxed for year, grey, blue leather, 4,000 miles; £605.—Hyde Park 5906. [C6894]

1951 Austin A40 Countryman, splendidly maintained, low mileage; £520.—Smith & Hunter, 576, Kensington High St., W.14. Western 2512. [C4019]

1951 Austin A40 saloon, September registration, black, brown leather, heater; £490.—Gordon Wooderson, 48a, Drewstead Rd., S.W.16. Streatham 9638. [C4059]

575 gns.—Austin A40, October, 1952, Somerset saloon, 2,800 miles, exceptional; terms, exchanges.—Rowland Smith, below.

575 gns.—Austin A40 sports, September, 1952, convertible coupe, Komney blue, grey leather, heater, exceptional; cost over £800; terms, exchanges.—Rowland Smith, below.

545 gns.—Austin A40, November, 1951, G.S.3 Devon 4-door saloon, pastel green, brown leather, steering column gear change, heater, one owner, exceptional; terms, exchanges.—Rowland Smith, below.

445 gns.—Austin A40, 1951 Devon saloon, leather, heater, one owner, excellent condition; choice of 10 A40s; terms, exchanges, list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]

1952 Austin A40 Somerset, beige, heater, one owner, 16,000 miles; £570, also similar car, 11,000 miles, £585.—Vandervells, 215, Haverstock Hill, N.W.3. Primrose 4441. [C4037]

ARCHIE SIMONS & Co., Ltd.—1951 (Sept.) Austin A40 saloon, fitted heater, green/brown hide, nominal mileage, one owner only; £515.—84, Gt. Portland St., W.1. Lan. 1543. [C4015]

1952-3 Austin A40 Somerset 4-door sun saloon, grey, leather upholstery, low mileage, as new, £585; consider part-exchange.—"Fourteen," Omington Gdns., Worthing, Bwanden 849. [C4027]

£495—1951 series Austin A40 de luxe saloon, late owner enthusiast and maintained this vehicle perfectly; also choice of 1950 and 1952 models; 3 months' guarantee; hire purchase, exchanges.
LAMB'S OF WOOD GREEN, Finchley Showrooms, L 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052]

1953 Austin A40 sports, one owner, 8,000 miles, radio and heater, unmarked, taxed; £585; terms and exchanges.—Starnes Motors, 103, Cricklewood Broadway, N.W.2. Gladstone 2480. [C6824]

2000 miles only.—1953 Austin Somerset saloon; £635.—British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane (Adl. Leicester Sq. Tube sta.), W.C.2. Temple Bar 3598. [C1027]

1950 A40 Devon 4-door saloon, recently overhauled, excellent condition, guaranteed; £450, exchanges, terms.—Palmer, 3, Russell Gardens Mews, Kensington, W.14. Park 9704 and 5968. [C3034]

1949 Austin A40 Devon saloon, green, fitted heater, windshields, etc., really good condition; £425.—Garage Service Co., Ltd., 1081, Finchley Rd., Golders Green, N.W.11. Speedwell 8692 or 7096. [C2019]

AUSTIN A40
£515—12,000 miles only, 1951 model A40, bottle green, heater, spare unused, tools wrapped, absolutely as new.—Sim Autosales, 66, Hartfield Rd., Wimbledon, S.W.19. Wimbledon 4825. [C2067]

CAMDEN MOTORS for Austins.—1951 A40 saloon in grey with blue leather, very carefully used and maintained since new by Austin distributors, bills, etc., available for monthly servicing, £535; also one in green, genuine 12,000 miles and in super immaculate order.

CAMDEN MOTORS for Austins.—1951 A40 sports coupe, finished cream with red leather, very smart little car, delightful performance; £545.

CAMDEN MOTORS for Austins, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m., Mondays to Saturdays. Write for catalogue. [C1035]

1951 (Jan.) Austin A40 saloon, 15,000 miles only, one private owner, finished dark green, heater, spotlight, leather, taxed December; £550; trade enquiries welcomed.—Motourists (London), Ltd., Ot. North Rd., E. Finchley Station, N.2. Tudor 2301-2. [C3018]

1951 Austin A40 Devon saloon, colour seal grey, fitted heater, loose covers, steering column gear change, one careful owner, as immaculate car throughout; £495.—Sutton Court Motor Co., Ltd., 155, Sutton Court Rd., Chiswick, W.4. Chiswick 0911. Terms and exchanges. [C6643]

AUSTIN A40 Devon '51-'52, green with brown upholstery, excellent mechanical order and immaculate appearance, new tyres fitted, a most attractive car; £525, car, motor cycle or combination in part exchange; easy terms.—Copers, 461-467, Hagley Rd., B'ham, 17. Bel. 2246. Open 9 a.m.-7 p.m. daily. [C6643]

AUSTIN A40 Cars Wanted
THE CAR MART, Ltd., London distributors, wish to purchase Austin A40 cars.—Stanhope House, 320, Euston Road, N.W.1. Euston 1212. [0957/8]

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin A40.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

48/51 one owner A40 saloon, good condition; private cash buyer.—Laburnum 1361. [C6737]

AUSTIN TWELVE
COOMBS & SONS (GUILDFORD), Ltd., offer:—

1939 Austin 12, black, brown leather; £195.
COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford, Guildford 62907-8-9. [C1057]

1939 Austin 12 saloon, black, brown leather, new engine, one owner, carefully maintained; £225.
THE CAR MART, Ltd., 60-62, Queenstown Rd., S.W.8. Mac. 3363. [C6379]

£195—1939 Austin 12/4 Ascot saloon, black, brown hide, excellent runner; £75 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024]

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 12.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

AUSTIN SIXTEEN
GLANFIELD LAWRENCE offer:—

1948 Austin 16 saloon, black, radio, heater, one owner, 24,000 miles, in magnificent and exceptional condition throughout; £435.—407, High Rd., N.12. Finchley 0091. [C2053]

1948 Austin 16 sal., black, one owner, showroom condition; £520; £50 down.—TICKFORD, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3338. [C4029]

1946 Austin 16 saloon, excellent, guaranteed; £315.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1319. [C4038]

£425—1949 Austin 16 saloon, one careful owner, spotless condition; 5 months' guarantee; hire purchase, exchanges.
LAMB'S, Finchley Showrooms, 421/423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052]

Underground.)
1948 Austin 16, one owner since new, low mileage; £365.—Bells Service Garages, 144, London Rd., Kingston-on-Thames, Kingston 1195. [C1016]

1948 (Oct.) Austin 16hp, black, immaculate, heater, low mileage; £365.—Jack Pomer (Autos), 395, Hendon Way, N.W.4. Hendon 1423-4. [C3063]

1947 Austin 16, immaculate, heater; £345; terms.—A. F. Norrington, 35-51, Hanger Lane, W.5. Perivale 0530. [C6815]

£339—1946-7 Austin 16 saloon de luxe, superb condition.—G.P. (Batham), Ltd., 2c, Batham Hill, S.W.12 (100 yards Clapham South Tube). Bath. 1197-8-9. [C2064]

CAMDEN MOTORS for Limousines.—The largest selection in the country, over 60 in stock including Austin 16s.—See our display hire car advert, page 35 in this issue. [C1035]

1947 (December, 1946) Austin 16 saloon, black, very good condition, taxed; £325.—Garage Service Co., Ltd., 1061, Finchley Rd., Golders Green, N.W.11. Speedwell 8692. [C2019]

1948 Austin 16 saloon, green, brown hide upholstery, fitted heater and sun roof, in immaculate condition throughout; £395.—R. S. Currie & Co., Ltd., 105, Westbourne Grove, W.2. Bayswater 0085. [C1065]

295 gns.—Austin 16, 1946 saloon, leather, radio, heater, good condition; terms, exchanges, list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]

AUSTIN SIXTEEN

1947 Austin 16 saloon, guaranteed mileage 25,000, radio, heater; a one-owner car in superb condition, literally almost as new; £395.—Richards & Carr, 35, Kinserton St., London, S.W.1. Sloane 5421. [3045]

HIRECAR, 1951 partitioned black Limousine, 7-for-ward, rather, genuine mileage 2,500 only, reasonable cost, selection from £430, certified mechanically, lists posted, Alpe & Saunders Ltd., Providence Court, North Audley Street, Mayfair-2941. [C1006]

Austin Sixteen Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 16.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

HIRECAR Limousines urgently required, cash waiting, Alpe & Saunders Ltd., Providence Court, North Audley Street, Mayfair-2941. [W1006]

AUSTIN A70 & A80

ALWAYS
AUSTIN A70s. A selection with a written guarantee and free after sales service at NAYLOR & ROOFT, Ltd., 25, East Hill, Clapham Junction, S.W.11. Batt. 2258. [C3032]

CAR MART, Ltd.
LONDON distributors.

1953 Austin A70 Hereford saloon, heater; £725.—Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. [C1039]

RAYMOND WAY.
RAYMOND WAY of Kilburn.

RAYMOND WAY, the hire purchase specialists.

1950 Austin A90 all electric convertible coupe, one owner only, 16,000 miles, stored and unused for one year, radio and heater, coachwork and interior as new, mechanically faultless; 579 gns.

HIRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Made Vale 6544, connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C4047]

NEWHAMS, Ltd.
Austin A70 Hereford saloon, black, excellent condition; £645.

NEWHAM House, 235-9, Hammersmith Rd., London, W.6. Riverside 4646. [C3024]

TAYLOR & CRAWLEY offer:—
1952 Austin A70 convertible, heater, 12,000 miles, beautiful condition; £685.

1952 Austin Somerset, heater, 16,000 miles, very well kept car, £565.

HYDE PARK Corner, connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C4047]

H. A. SAUNDERS, Ltd., offer:—
1951 Austin A90 sports saloon, black-red upholstery, heater, recorded mileage, 4,400.

836—842, High Rd., N.12. Hillside 2272 (8 lines). [C2027]

HAROLD SIMONS, Ltd., offer:—
LATE 1951 A70 Hereford saloon, unblemished throughout, had one private owner only; £595; three months' guarantee; service after sale; exchanges, deferred; trade enquiries welcomed.—Harold Simons, Ltd., 397-401, High Rd., East Finchley, N.2 (at North Circular Cross Rd., 3 minutes Trolley East Finchley Tube). Finchley 0052-53. [C4065]

WARWICK WRIGHT, Ltd., offer:—
1951 (October) Austin A70 Countryman, beige, heater, 26,000 miles; £675.

WARWICK WRIGHT, Ltd., 180, New Bond St., W.1. Mayfair 9761. [C4045]

HENDON CENTRAL GARAGE, Ltd., offer:—
1951 A70 Hereford saloon, fitted heater, radio, perfect condition; £565.

1949 A70 Hampshire saloon, bargain price £450.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8094-5. [C3034]

1952 Austin A90 saloon, black, 15,000 miles; another in blue, one owner; £695.

RIPCO, Ltd. (Austin Purchased), 16, Albemarle St., Mayfair, London, W.1. Hyde Park 2952/3-4. [C3058]

FUNERAL Trade, Hearsse Austin A70, brand new, early fully illustrated brochures, write L.P. & SAUNDERS (COACHBUILDERS), Ltd. A Head Office Hearsse Enquiries, Station Approach, Kew Gardens, Richmond 1161. [C6805]

1953 (June) A70 Hereford, black/brown, 5,000 miles, as new; £695.—Dobsons, Ltd. (Austin Agents), Staines 801. [C1074]

GUY ALFRED & CO., Ltd.—1951 Austin A70 saloon, mileage 8,900 only, heater, superb; £545.—7, Warren St., W.1. Euston 3268. [C1005]

1952 Austin A70 saloon, finished in brown, fitted with heater, nominal mileage, excellent condition throughout; £585.—Below.

1951 Austin A90 saloon, fitted radio and heater, blue with beige leather, beautifully maintained by one private owner; £610.—R. S. Currie & Co., Ltd., 105, Westbourne Grove, W.2. Bayswater 0085. [C1065]

1952 Austin A70 saloon, beige with brown leather, well maintained; £650.—Stratstone, Ltd., 40, Berkeley St., W.1. (Mayfair 4404). [C4042]

1951 Austin A90 sports saloon, black, one owner only; £575.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon, Addiscombe 3066. [C1076]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

AUSTIN A70 & A90

1951 A70 Hereford saloon; £525; hire purchase and part exchanges welcomed.—Herbert & Mills, Church Rd., Ashford, Middx. Tel. 2960. [C2035]

1951 Austin A90 6 head saloon, black with beige leather, one owner, fitted heater, mileage 17,000 in first-class order throughout; £595.—R.E.O. TIMMS (MOTORS), Ltd., 17-19 High St., Tordington, Beds. Tel. 371. [C4064]

1952 Austin A70 saloon, hide upholstery, de luxe model, one owner, exceptionally low mileage; £695.—Steele Griffiths, London, S.E.5. Rodney 2201-6. [C4069]

1953 Austin A70 sun saloon, Buckingham green, 11,000 miles only; £725.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 5066. [C1076]

1951 Atlantic saloon, 10,000 miles, extras include heater, black, fawn leather; £565.—Jack Fozner (Autos), 595, Hendon Way, N.W.4. [C3065]

JACK ROWSE, Ltd., offer 1953 Hereford saloon, in beige and brown hide, radio and heater almost as brand new; one owner; £675.—Stafford Rd., Wallington, Surrey. Wallington 6677-8. [C3056]

1952 Austin A70 Hereford sun saloon, fawn, heater, one owner, excellent condition; £595.—E. L. Mendel, Ltd., 85, Ot. Portland St., W.1. Langham 2261-2. [C3067]

£525 1951-1953 (reg.) Austin A70 Hereford de luxe saloon, small mileage, beautifully maintained, L.H.D.; 3 months' guarantee; hire purchase, exchanges. [C1076]

LAMBS OF WOOD GREEN, Finchley Showrooms, 421, 423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground). [C2052]

A90 power-operated convertible (November) 1950, one owner, radio, heater, screen washers, black; immaculate; £495.—Victoria Motors, 32, Long Millgate, Manchester, 5. Blackfriars 1549. [C611]

1953 (May) Austin Hereford sun saloon, black-brown leather, heater, one owner, guaranteed 8,100 miles, as new; £695.—Gibson Sports Cars (Chrysler, Ltd.), Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [C4007]

1950 A70 saloon, sun roof, black/brown leather, radio, heater, excellent condition; guaranteed; £475; exchanges, terms.—Palmer, 3, Russell Gardens Mews, Kensington, W.14. Park 9704 and 5968. [C3034]

1952 (June) A90 sports saloon, black with cream, leather, radio, heater, windscreen washer, wind-up rear window, whitewall tyres, immaculate throughout; £595; private.—Bat. 4513. [C442]

£595 1951-1952 Austin A90 all-electric drop head coupe, built-in radio and air conditioning, a very fine example of this extremely popular model, beautifully finished in ivory with leather upholstery to match, extras include rimblenders, passlights, twin mirrors, etc. [C1095]

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041; open till 8 p.m. Mondays to Saturdays; write for catalogue. [C1095]

1952 (June) A90 Atlantic hard-top saloon, black/red leather fitted radio and heater, Healey engine, perforated wheels, one owner, 21,000 miles, immaculate condition throughout; guaranteed; £650; exchanges, terms.—Palmer, 3, Russell Gardens Mews, Kensington, W.14. Park 9704 and 5968. [C3034]

Austin A70 and A90 Cars Wanted

C **THE CAR MART, Ltd.**, London distributors, wish to purchase Austin A70 and A90 cars.—16, Unbridge Road, Ealing, W.5. Ealing 6600. [C3053]

ROWLAND SMITH'S, the Car Buyers—Highest cash prices for Austin A70 and A90.—Hamstead (Tube), N.W.3. Ham. 6041. [W4018/R]

FULL value paid for A70 or similar; trade or privately.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016]

AUSTIN EIGHTEEN

A CRES offer:—
1939 Austin 18, black, blue leather upholstery, mechanically perfect, in post-war condition; £325. [C1095]

A CRES AUTOS, Ltd., 10 & 11, Ascot Parade, Clapham Park Rd., S.W.4. Tel. Macaulay 2211-2. [C1002]

GORDON landaulet, December, 1937, with division, forward occasional seating 7; £295.—Ralph Davis, Ltd., Potters Bar 2371. [C3961]

1938 Austin Windsor 7-passenger long chassis saloon, excellent order; £325.—Autocare, Ltd., Winchester, Tel. 4834. [C1010]

CAMDEN MOTORS for Limousines.—The largest selection in the country, over 60 in stock including Austin 18s.—See our display hire car advert, page 35 in this issue. [C1095]

L IMOUSINES, 1938, partition, forward occasional, leather, black carefully maintained, reasonable cost, also 1937 limousine, 7-forward, leather, wonderful condition. £195. Alpe & Saunders Ltd., Providence Court, North Audley Street, Mayfair-2941. [C1006]

Austin Eighteen Cars Wanted

ROWLAND SMITH'S, the Car Buyers—Highest cash prices for Austin 18.—Hamstead (Tube), N.W.3. Ham. 6041. [W4018/R]

7-PASSENGER privately owned 1938/39 Limousines, also Saloons, urgently required, cash waiting, Alpe & Saunders Ltd., Providence Court, North Audley Street, Mayfair-2941. [W1006]

AUSTIN TWENTY

L IMOUSINE, 1937, Mayfair, partition, 7-forward, leather, magnificent throughout, reasonable cost, Alpe & Saunders Ltd., Providence Court, North Audley Street, Mayfair-2941. [C1006]

AUSTIN TWENTY-EIGHT

G UY ALFRED & Co., Ltd.—1940 Austin Ranelagh Limousine, forward occasional, one owner, £355.—6-7, Warren St., W.1. Euston 3269. [C1005]

AUSTIN TWENTY-EIGHT

C ASS'S MOTOR MART.—1939 Austin Ranelagh limousine, blue, engine just reconditioned, one owner, not used on hire.—5, Warren St., W.1. Euston 4110. [C1040]

AUSTIN A125 & A135

A CRES offer:—
1951 Austin Sheerline saloon, silver grey, heater and radio, 19,000 miles only, beautifully kept and maintained by an extremely careful owner; first 2775. [C1002A]

A CRES AUTOS, Ltd., 156-158, Streatham Hill, London, S.W.2. Tulse Hill 1909. [C1002A]

C AR MART, Ltd., London distributors. [C1006]

1952 Austin A125 Sheerline saloon; £795. [C1006]

1949-50 Austin A125 Sheerline saloon; £525. [C1006]

1949 Austin A125 Sheerline saloon; £475.—Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. [C1039]

NEWNHAMS, Ltd. [C1006]

1952 Austin Sheerline saloon, grey, 14,000 miles, one careful owner; £895. [C1006]

NEWNHAMS House, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [C3024]

A UTOMOBILIA, Ltd., offer:—

1949 Austin Sheerline 4-door de luxe sunshine saloon, steel grey, grey leather, radio, heater, for lamps, low miles, excellent condition; £595. [C1006]

L SO 1950 Sheerline, black beige upholstery, one owner, 21,000 miles, indistinguishable from new; £695.—Automobilia, Ltd., Pipbrook Garage, Dorking 4304, 3891. [C1006]

C HARLES POLLETT, Ltd., 18, Berkeley St., W.1. Mayfair 6266, offer:—

1951 Princess saloon, black, one owner, radio and heater, 21,200 miles, excellent condition, very outstanding condition, guaranteed 3 months; £1,045. [C2010]

S ERVICE Works and Stores; Barnsdale Yard, off Egin Ave., W.3. Cunningham 5936. [C2010]

1952 Austin Sheerline limousine, exceedingly good condition; £1,285. [C2023]

G ORDON CARS (LONDON), Ltd., 375, Euston Rd., London, N.W.1. Euse. 6611. [C2023]

£550—Sheerline 49/50, excellent order, numerous extras.—Valentine 4674 after 6. [C2018]

F UNERAL Trade Sheerline Hearse, brand new, immediate delivery; illustrated brochures, write **A** LPE & SAUNDERS (COACHBUILDERS), LTD. Head Office Hearse Enquiries, Station Approach, Kew Gardens, Richmond 1161. [C2669]

S HEERLINE saloon, 425 miles only, black/beige; £1,385.—Sands, Burnham, Bucks 1094. [C644]

1949-50 Austin Sheerline, 29,000 miles, metallic grey, beautiful car; £375 o.n.o.—Wray Park Garages, Reigate 7263. [C6840]

1950 faultless Sheerline saloons, radios, heaters; choose from Austin House stocks; prices according mileage from £620. [C4004]

H A. SAUNDERS, Ltd., Golders Green, N.W.11. Speedwell 0011 (10 lines). [C4004]

1951 Sheerline saloon, superb condition, low mileage; £695.—Park Garage (Molesey), Ltd., Hampton Court Way, Molesey. Tel. Molesey 6199. [C3037]

1949-50 Austin Sheerline saloon, steel grey, radio, heater, in exceptional condition throughout; £595.—H. C. Paul, Ltd., 32, Bruton Place, W.1. Mayfair 0821/2. [C3040]

C AMDEN MOTORS for Limousines.—The largest selection in the country, over 60 in stock including Austin Sheerlines.—See our display hire car advert, page 35 in this issue. [C1035/1]

1950 Austin Princess, one owner, black, £260 Austin overhaul 1953, immaculate; £775.—Mewham Motor Sales Organisation, 568-570, Kensington High Street, W.14. Western 9821. [C6855]

£595 1949 (Sept. reg.) Sheerline saloon, director's car, chauffeur maintained and in quite unblemished condition, pastel grey finished with elegant grey leather interior, built-in radio and heater, fitted tailored loose covers. [C4018]

C AMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041; open till 8 p.m. Mondays to Saturdays; write for catalogue. [C1095]

795 gns.—Austin Sheerline, 1952 series saloon, steel grey, sliding head, grey leather, heater, radio, automatic jacking, one owner, small mileage, very carefully used, exceptional condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hamstead (Hamstead Tube), Hamstead 6041. [C4018]

R EALLY outstanding 1949 (Aug.) Austin Sheerline saloon, an immaculate and beautifully kept car, finished in black with beige upholstery and fitted with radio and heater; a car which must be seen and tried for its very excellent condition to be appreciated; thoroughly recommended with written guarantee; £595; terms, exchanges.—H. F. Edwards, Ltd., 28-30, Upper High St., Epsom, Surrey. Tel. Epsom 9400. [C2001]

L IMOUSINE, selection private 1951/1952 partitioned Sheerlines, forward occasional, genuine low mileage, first class condition, competitive prices, Alpe & Saunders Ltd., Providence Court, North Audley Street, Mayfair-2941. [C1006]

Austin A125 and A135 Cars Wanted

C THE CAR MART, Ltd., London distributors, wish to purchase Austin A125 and A135 cars.—Gloucester House 150, Park Lane, W.1. Grosvenor 3454, [C3522/R]

7-SEATER Sheerline Limousine required—cash waiting, Alpe & Saunders Ltd., Providence Court, North Audley Street, Mayfair-2941. [W1006]

Austin Miscellaneous Cars Wanted

M ARSTON MOTOR Co. for your Austin.—Tel. Sta. 8000, Seven Sisters Rd., Tottenham, N.15 [C0998/R]

Austin Miscellaneous Cars Wanted

R OWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin.—Hamstead (Tube), N.W.3. Ham. 6041. [W4018/R]

H ATTONS will buy all post-war Austin models; distance no object.—Lord St., Southport. Tel. 2266. [C0788/R]

W EYBRIDGE AUTOMOBILE, Ltd., the Austin distributors, urgently require late type Austin.—Tel. Weybridge 233. [C0541/R]

Austin Spares and Service

A FIRST-CLASS service for Austin replacement units and vehicle parts; pre-war and post-war spares in stock, open Saturday until 6 p.m.; night service available.—Wimbledon Motor Works, Ltd., Main Parts Stockists, 28, High St., S.W.19. Wim. 0125. [C0414/R]

N ORMAND, Ltd. [C1006]

F IRT-CLASS mechanics and highly efficient supervision produce the best results. [C1006]

N ORMAND, Ltd., 405-9, King St., W.6. Riv. 3665. [C229]

T HE CAR MART, Ltd. [C1006]

L ONDON distributors; spare parts for all model cars and trucks. [C1006]

T HE CAR MART, Ltd., Welsh Harp, Edgware Rd., N.W.9 (Hendon 6500); and at 16, Uxbridge Rd., Ealing, W.9 (Ealing 6600); and 382, Streatham High Rd., S.W.16 (Streatham 00541). [C1060/R]

C O. NORMAN & Co. [C1006]

A UTHORISED Austin main spare parts stockists, service spare parts and replacement units.—50, Vauxhall Bridge Rd., London, S.W.1. Victoria 2211. [C0271/R]

A USTIN genuine spares and specialist service in the West End. [C1006]

S T. MORIS & Co., Cleveland Garage, Cleveland St., Tel. Mus 1932. [C0900/R]

F OR Austin spares and replacement units.—Sands, Burnham, Bucks 84. [C10305/R]

A USTIN 7 spares, any year, any part; largest stockists in U.K. exchange units.—Try Northwood's first.—44-47 Newington Causeway, S.E.1 Hop 2852/2820. [C1029/R]

A USTIN 7 spares.—Largest stockists, lowest prices; exchange units, crankshafts, blocks, dynamos, etc., s.a.e. for list.—Witham's, 18, Balham Hill, S.W.12. Battersea 5250/5769. [C4948/R]

A USTIN parts and components for cars, vans and commercial vehicles.—J. Gibbs Ltd., Main Parts Stockists, Longridge House, Great West Rd., Bedford, Feltham, Middlesex. Tel. Feltham 4274-5. [C1059/R]

P RYNN & STEVENS, Ltd., the South London Austin depot, full range of parts and units in stock; exchange engines, gear boxes, pumps, clutches, carburetors, brake shoes and electrical units from stock, repairs and service to Austin exclusively.—57, Acre Lane, S.W.2. Brixton 1155. [C0194/R]

B ENTLEY (3½, 4-litre and New 4½-litre) [C1006]

J ACK BARCLAY, Ltd. [C1006]

E XCLUSIVELY for Rolls-Royce and Bentley. [C1006]

L ARGEST official retailers of Rolls-Royce and Bentley; please write for stock list; open until 8 p.m. May. [C1006]

E XAMPLE.—1948 Mark VI standard saloon, painted black and grey and upholstered in grey leather, speedometer reading 58,000 miles; price £1,725.—Jack Barclay, Ltd., Berkeley Sq., London, W.1. Open until 8 p.m. May. 7444. [C1032]

R IPPON. [C1006]

R IPPON BROS., Ltd. [C1006]

T HE Northern Bentley specialists, offer the following cars in first-class condition:—

1953 (July) Mark VI Standard Steel saloon, grey with blue leather upholstery, mileage 3,000. price £4,000. [C1006]

1951 (March) Mark VI Standard Steel saloon, Tudor grey with blue leather upholstery, mileage 31,000; price £2,750. [C1006]

1951 (Jan.) Mark VI Standard Steel saloon, Tudor grey with grey leather upholstery, mileage 29,000; price £2,650. [C1006]

1950 (June) Mark VI Standard Steel saloon, mattelot green with tan leather upholstery, mileage 29,000; price £2,550. [C1006]

F OR further details apply to:—

R IPPON BROS., Ltd., Muddersfield 7070 (10 lines). Also at Bradford, Leeds and Sheffield. [C006/R]

C OF P. [C1006]

O FFICIAL Bentley Retailers, offer:—

1935 Bentley 3½-litre Park Ward saloon, finished beige and black, fitted heater and radio, recent complete overhaul, full history and bills available; £675. [C1006]

C LARKES OF PIRBRIGHT, Pirbright, Surrey, Tel. Brookwood 2801. [C1049/R]

S LOOMES, Ltd. [C1006]

£2655—Mark 6 1951 with special finish in light grey and R.B. maroon, most exceptional car; low mileage; terms and exchanges with pleasure.—Sloombes, Ltd. 38-52, Dudden Hill Lane, N.W.10, Willesden 466; nearest Underground: Dollis Hill Station. [C4017]

1947 Bentley steel saloon, one owner, excellent condition; £1,675, below. [C1006]

1947 (Oct.) Bentley Vanden Plas sports 4-door sports saloon, immaculate throughout; £1,895.—Stoney Marcus, Ltd., 33, Sloane St., W.1. Tel. Sloane 3557. [C0006]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

BENTLEY (3½, 4½-litre and New 4½-litre)

C
M
CAR MART, Ltd.
1952 Bentley 4½-litre standard steel saloon; £2,850.
1951 Bentley 4½-litre standard steel saloon; £2,430.
1950 Bentley 4½-litre Freestone & Webb saloon; £2,850.
CAR MART, Ltd., Gloucester House, 150, Park Lane, W.1. (Corner of Piccadilly.) Grosvenor 3434. (C1099)

P.B. Ltd., offer:—

1936 (August delivery) 3½-litre Bentley, Freestone & Webb, mixed edge sports saloon, black leather.
PADDON BROS., 60, Cheval Place, South Kensington, S.W.7. Tel. Ken 9477/7478. (C9033)

JACK OLDING, Ltd.,

OFFICIAL Bentley and Rolls-Royce retailers, offer from their stock:—
1953 (July) 4½-litre large bore big boot standard steel saloon; £3,750.
1952 (April) 4½-litre large bore standard steel saloon, velvet green, brown hide, 12,000 miles; £3,000.
1951 (January, guarantee date) 4½-litre standard steel saloon, black/brown hide, one owner, 35,000 miles; £2,350.
1950 (Jan.) 4½-litre H. J. Mulliner saloon, black/brown leather, one owner; £2,675.
1949 (March) 4½-litre 2-door Countryman saloon, two shades of grey and polished wood, grey leather; 38,000 miles; £2,350.
1949 (Aug.) 4½-litre standard steel saloon, black and blue/blue hide; £1,975.
AUDLEY House, North Audley St., W.1. Mayfair 5242. (C9390)

H. R. OWEN, Ltd.,

LONDON'S leading specialists in Rolls-Royce and Bentley cars, offer the following selection:—

1953 R type sports saloon, midnight blue with beige hide; £3,800.
1952 R type sports saloon, Tudor grey with grey hide, 27,000 miles; £3,650.
1951 Freestone & Webb 6-light sports saloon, black with blue hide, 40,000 miles; £3,600.
1951 Mk. VI standard steel saloon, green with green hide, 51,000 miles; £2,550.
1950 Mk. VI standard steel saloon, grey with pale blue hide, 36,000 miles; £2,500.
1949 Mk. VI standard steel saloon, two-tone grey with light blue hide, 38,000 miles; £2,300.
1948 Mk. VI standard steel saloon, maroon with beige hide, 60,000 miles; £1,550.

W.R. are interested in the purchase of Bentley cars, and invite communication from owners who have such vehicles for disposal.

H. R. OWEN, Ltd.,

17, Berkeley St., London, W.1. Tel. Mayfair 9060. (C9392)

MANN EOERTON & Co., Ltd.,

1953 Bentley big bore, big boot, R type, 5,000 miles; £3,875.
1952 Bentley big bore Mk. VI saloon, 30,000 miles; £3,000.
1951 Bentley 4½-litre Mk. VI steel saloon, 41,000 miles; £2,450.
1950 Bentley 4½-litre Mk. VI steel saloon, 34,000 miles; £2,350.
1947 Bentley 4½-litre Mk. VI steel saloon, 36,000 miles; £1,975.
MANN EOERTON & Co., Ltd.,

OFFICIALLY Appointed Bentley Retailers, 14, Berkeley St., London, W.1. Hyde Park 2073. (C2006)

TAYLOR & CRAWLEY, offer:—

1948 Bentley Mark VI with James Young 4-door sports saloon, 49,000 miles, very well maintained throughout; £1,975.
1948 Bentley P.S.C. saloon, immaculate throughout, full and very satisfactory history; £1,795.
1948 Bentley P.S.C. saloon, very well maintained; £1,695.
1947 Bentley Mark VI with most attractive 4-door saloon by Freestone & Webb, 40,000 miles; £1,695.
1947 Bentley Mark VI P.S.C., 64,000 miles, two tone grey, in very nice condition; £1,545.
1939 Bentley 4½-litre overdrive with standard Park Ward 4-door saloon, exceptionally well kept car; £1,195.
HYDE Park Corner, Grosvenor Crescent Mews, S.W.1. Eto. 5213. (C4036)

MASCOT MOTORS, Ltd., offer:—

1938 L.S. series 4½-litre Park Ward saloon, complete reconditioning of chassis and coachwork just completed; £975.
1936 P.C. series 3½-litre Mann Egoertson saloon, in almost new condition; £750.
MASCOT MOTORS, Ltd., 237-243, Kensal Rd., Ladbroke Grove, W.10. Ladbroke 1251-2. (C9307)

GUY SALMON AUTOMOBILES offer:—

1952 (September) Bentley 4½-litre large boot saloon, two-tone grey, 22,000 miles, immaculate condition; £3,295.—Portsmouth Rd., Thames Ditton, Esherbrook 5551-2-3. (C9401)

H. M. BENTLEY & PARTNERS, Ltd., offer:—

1936 4½-litre Bentley, fitted very attractive 2-door sports saloon by Barker, radio and heater, 18,000 miles since complete engine overhaul, Bentley history and bills available; £875.
1935 3½-litre Park Ward saloon, radio and heater, rebored August, 1953; £675.
9, Albemarle St., London W.1. Tel. Grosvenor 5551. (C1016)

BENTLEY (3½, 4½-litre and New 4½-litre)

OVERSEAS CARS, Ltd., offer:—
1935 Bentley 3½-litre saloon, black, Park Ward body; £2,675.
OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.3. Kensington 7475. (C9031)

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1947 Bentley Mark VI steel saloon, maroon and silver with grey leather upholstery, 1949 modifications, engine recently completely overhauled by manufacturers; £1,725.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. (C1057)

1936 Bentley 4-door sports saloon, colour black; £495.
PARSONS & PARSONS (GARAGES), Ltd., Potter St., Harlow. Potter 31. (C9038)

CHARLES FOLLETT, Ltd., Accredited Rolls-Royce & Bentley Retailers & Repairers, offer:—

1951 Bentley (Big Bore) Mk. VI standard steel saloon, black, beige leather, one owner, 42,000 miles, complete, serviced and checked by makers, not run since, exceptional condition; £3,825.

1951 Bentley Mk. VI standard steel saloon, most attractive colour scheme, black and grey, with grey hide, one owner, 26,000 miles only, perfect car; £2,750.

1950 (Oct.) Bentley Mk. VI standard steel saloon, black, beige leather, 2700 engine, 49,000 miles, chauffeur maintained, at present undergoing pre-sale check over; £2,425.

THE above cars were sold new by us and we can offer them with confidence.

SHOWROOMS, 18, Berkeley St., W.1. Mayfair 6266. SERVICE, Works & Stores, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. (C2010)

1950 Bentley 4½-litre James Young 2-door sports saloon, excellent condition throughout.—Box 5204. (C2996)

CASS'S MOTOR MART.—1937 Bentley 4½ Park Ward sports saloon, unblemished.—5, Warren St., W.1. Euston 4110. (C1040)

1935 Bentley 3½ Freestone/Weiss sports saloon, wheels, radio, spot and fog lamps, dual horns, 2 spare wheels.
1935 Bentley Mk. VI standard steel saloons, prices according to mileage, grey/blue, 45,400 miles, may delivery price highly recommended; £2,150.

A. SAUNDERS, Ltd., Golders Green Rd., N.W.11. Speedwell 0011 (10 lines). (C4004)

1937 Bentley 4½-litre Park Ward sports saloon, heater and radio, 2700.—Brisbane, Station Garage, Knightsbridge, Radnorshire.

S/S sal., black/brown leather, latest specification, wireless, heater, screen washers, all extras.
Tel. 25/11/48, mileage 46,000; £1,895.

THE 1935, 1936, 1937, 1938, 1939, 1940, 1941, 1942, 1943, 1944, 1945, 1946, 1947, 1948, 1949, 1950, 1951, 1952, 1953, 1954, 1955, 1956, 1957, 1958, 1959, 1960, 1961, 1962, 1963, 1964, 1965, 1966, 1967, 1968, 1969, 1970, 1971, 1972, 1973, 1974, 1975, 1976, 1977, 1978, 1979, 1980, 1981, 1982, 1983, 1984, 1985, 1986, 1987, 1988, 1989, 1990, 1991, 1992, 1993, 1994, 1995, 1996, 1997, 1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 2633, 2634, 2635, 2636, 2637, 2638, 2639, 2640, 2641, 2642, 2643, 2644, 2645, 2646, 2647, 2648, 2649, 2650, 2651, 2652, 2653, 2654, 2655, 2656, 2657, 2658, 2659, 2660, 2661, 2662, 2663, 2664, 2665, 2666, 2667, 2668, 2669, 2670, 2671, 2672, 2673, 2674, 2675, 2676, 2677, 2678, 2679, 2680, 2681, 2682, 2683, 2684, 2685, 2686, 2687, 2688, 2689, 2690, 2691, 2692, 2693, 2694, 2695, 2696, 2697, 2698, 2699, 2700, 2701, 2702, 2703, 2704, 2705, 2706, 2707, 2708, 2709, 2710, 2711, 2712, 2713, 2714, 2715, 2716, 2717, 2718, 2719, 2720, 2721, 2722, 2723, 2724, 2725, 2726, 2727, 2728, 2729, 2730, 2731, 2732, 2733, 2734, 2735, 2736, 2737, 2738, 2739, 2740, 2741, 2742, 2743, 2744, 2745, 2746, 2747, 2748, 2749, 2750, 2751, 2752, 2753, 2754, 2755, 2756, 2757, 2758, 2759, 2760, 2761, 2762, 2763, 2764, 2765, 2766, 2767, 2768, 2769, 2770, 2771, 2772, 2773, 2774, 2775, 2776, 2777, 2778, 2779, 2780, 2781, 2782, 2783, 2784, 2785, 2786, 2787, 2788, 2789, 2790, 2791, 2792, 2793, 2794, 2795, 2796, 2797, 2798, 2799, 2800, 2801, 2802, 2803, 2804, 2805, 2806, 2807, 2808, 2809, 2810, 2811, 2812, 2813, 2814, 2815, 2816, 2817, 2818, 2819, 2820, 2821, 2822, 2823, 2824, 2825, 2826, 2827, 2828, 2829, 2830, 2831, 2832, 2833, 2834, 2835, 2836, 2837, 2838, 2839, 2840, 2841, 2842, 2843, 2844, 2845, 2846, 2847, 2848, 2849, 2850, 2851, 2852, 2853, 2854, 2855, 2856, 2857, 2858, 2859, 2860, 2861, 2862, 2863, 2864, 2865, 2866, 2867, 2868, 2869, 2870, 2871, 2872, 2873, 2874, 2875, 2876, 2877, 2878, 2879, 2880, 2881, 2882, 2883, 2884, 2885, 2886, 2887, 2888, 2889, 2890, 2891, 2892, 2893, 2894, 2895, 2896, 2897, 2898, 2899, 2900, 2901, 2902, 2903, 2904, 2905, 2906, 2907, 2908, 2909, 2910, 2911, 2912, 2913, 2914, 2915, 2916, 2917, 2918, 2919, 2920, 2921, 2922, 2923, 2924, 2925, 2926, 2927, 2928, 2929, 2930, 2931, 2932, 2933, 2934, 2935, 2936, 2937, 2938, 2939, 2940, 2941, 2942, 2943, 2944, 2945, 2946, 2947, 2948, 2949, 2950, 2951, 2952, 2953, 2954, 2955, 2956, 2957, 2958, 2959, 2960, 2961, 2962, 2963, 2964, 2965, 2966, 2967, 2968, 2969, 2970, 2971, 2972, 2973, 2974, 2975, 2976, 2977, 2978, 2979, 2980, 2981, 2982, 2983, 2984, 2985, 2986, 2987, 2988, 2989, 2990, 2991, 2992, 2993, 2994, 2995, 2996, 2997, 2998, 2999, 3000, 3001, 3002, 3003, 3004, 3005, 3006, 3007, 3008, 3009, 3010, 3011, 3012, 3013, 3014, 3015, 3016, 3017, 3018, 3019, 3020, 3021, 3022, 3023, 3024, 3025, 3026, 3027, 3028, 3029, 3030, 3031, 3032, 3033, 3034, 3035, 3036, 3037, 3038, 3039, 3040, 3041, 3042, 3043, 3044, 3045, 3046, 3047, 3048, 3049, 3050, 3051, 3052, 3053, 3054, 3055, 3056, 3057, 3058, 3059, 3060, 3061, 3062, 3063, 3064, 3065, 3066, 3067, 3068, 3069, 3070, 3071, 3072, 3073, 3074, 3075, 3076, 3077, 3078, 3079, 3080, 3081, 3082, 3083, 3084, 3085, 3086, 3087, 3088, 3089, 3090, 3091, 3092, 3093, 3094, 3095, 3096, 3097, 3098, 3099, 3100, 3101, 3102, 3103, 3104, 3105, 3106, 3107, 3108, 3109, 3110, 3111, 3112, 3113, 3114, 3115, 3116, 3117, 3118, 3119, 3120, 3121, 3122, 3123, 3124, 3125, 3126, 3127, 3128, 3129, 3130, 3131, 3132, 3133, 3134, 3135, 3136, 3137, 3138, 3139, 3140, 3141, 3142, 3143, 3144, 3145, 3146, 3147, 3148, 3149, 3150, 3151, 3152, 3153, 3154, 3155, 3156, 3157, 3158, 3159, 3160, 3161, 3162, 3163, 3164, 3165, 3166, 3167, 3168, 3169, 3170, 3171, 3172, 3173, 3174, 3175, 3176, 3177, 3178, 3179, 3180, 3181, 3182, 3183, 3184, 3185, 3186, 3187, 3188, 3189, 3190, 3191, 3192, 3193, 3194, 3195, 3196, 3197, 3198, 3199, 3200, 3201, 3202, 3203, 3204, 3205, 3206, 3207, 3208, 3209, 3210, 3211, 3212, 3213, 3214, 3215, 3216, 3217, 3218, 3219, 3220, 3221, 3222, 3223, 3224, 3225, 3226, 3227, 3228, 3229, 3230, 3231, 3232, 3233, 3234, 3235, 3236, 3237, 3238, 3239, 3240, 3241, 3242, 3243, 3244, 3245, 3246, 3247, 3248, 3249, 3250, 3251, 3252, 3253, 3254, 3255, 3256, 3257, 3258, 3259, 3260, 3261, 3262, 3263, 3264, 3265, 3266, 3267, 3268, 3269, 3270, 3271, 3272, 3273, 3274, 3275, 3276, 3277, 3278, 32

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Bentley Spares and Service
ALL spares and replacements for pre-war Rolls-Royces; full repair service at most reasonable prices.—Compton, 89, Westow St., Crysta, Palace, Tel. Livingstone 3362. [0490/R]

B.M.W.
£395—B.M.W. 2-litre 1940 drop head foursome, in really excellent condition throughout; many others.
BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50 yds Holland Park Tube). Exchange, D.P. [C1017]

Bond Minicar Wanted
ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Bond.—Hamstead (Tube), N.W.5. Ham. 6041. [W4018/R]

PRIDE & CLARKE, Ltd., the Bond Minicar buyers.—H.P. accounts settled; exchanges.—Stockwell Rd., S.W.9. Brixton 6251. [0343/R]

Bond Minicar Spares and Service
RAYMOND WAY for Bond Minicar repairs, spares and service under Bond trained service manager; no job too big or too small; free advice on all Bond models; latest modifications can be fitted to older models if required; all work guaranteed. [0827/R]

RAYMOND WAY, of Kilburn. [0827/R]

BORGWARD

1951 Borgward Hansa 1500 petrol engined 4-seater sports saloon, 85 mph and over 30 mpg, 4-wheel independent suspension wireless, heater, excellent condition, speedometer, 24,000 miles, all duties paid; £695.—Box 1384. [6760]

BRISTOL

ANTHONY CROOK offers largest stock of new and used Bristol; current new type 403 and 404 cars, also guaranteed used type 403, 401, 402 and 400 cars; any make taken in part exchange against new or used Bristol's, Caterham Hill, Surrey. Telephone Caterham 2282-3. [C1063]

SLOCUMBER, Ltd.
£1795—Bristol 401, 1952, special maroon finish, radio, heater, low mileage and unmarked; terms and exchanges with pleasure.—Slocumbers, Ltd., 38-52, Dudden Hill Lane, N.W.10, Willesden 4669; nearest Underground Dollis Hill Station. [C4017]

KEVILL DAVIES & MARCH, Ltd.
OFFICIAL Bristol retailers.

41—42, Hay's Mews, Berkeley St., W.1. Gros. 2563. [C2054/R]

PETER BANTOCK CAR SALES, offer:—

1952 Bristol 401, fitted with aerodynamic Italian styled sports, full 5-seater with large luggage boot; a truly magnificent looking car, virtually new havin' done only 2,700 miles; £1,950.—104, High Rd., Chiswick 2725/5870. [C1014]

CHARLES POLLETT, Ltd., 18, Berkeley St., W.1. Mayfair 5266, offer:—

1950 Bristol 400 saloon, blue, beige leather, one owner, bodywork unmarked, good history from makers, guaranteed; £1,195.

SERVICE WORKS & STORES, Barnsdale Yard, off Elnin Ave., W.5. Cunningham 5556. [C2010]

UNIVERSITY MOTORS, Ltd., guaranteed cars always available.—80, Piccadilly, W.1. Grosvenor 4141. [0618/R]

Bristol Cars Wanted

B. J. HUNTER, Ltd.
FOR immediate purchase of your Bristol.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6305. [W2040]

BARTLETT will pay more for good Bristol's.—77a, Penbridge Villas, W.11. Baywater 0523. [W1013]

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Bristol.—Hamstead (Tube), W.4018/R. Ham. 6041.

A.P.N., Ltd., will purchase for cash Bristol Type 400 and Type 401 cars.—Falcon Works, London Rd., Isleworth, Middx. (Hounslow 0011). [0476/R]

B. & K. THOMAS, Ltd., 17/19, Loughborough Rd., West Bridgford, Nottingham, Tel. 64736, official Bristol retailers, require good used 401 Bristol saloon; £2,000 or thereabouts offered by private buyer for low mileage 403; prompt cash deal, nothing to trade in.—Full details to Box 5973. [6755]

B.S.A.

£125—1937 B.S.A. Scout 4-seater sports, excellent runner; £65 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hamstead 6490. [C1064]

1951 B.S.A. Scout, 1940 10hp sports 4-seater, reconditioned engine, very good condition; choice of 3 Scouts; terms, exchanges; let open 8-7 week-days and Saturdays.—Rowland Smith, Hamstead (Hamstead Tube). Hamstead 6041. [C4018]

B.S.A. Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for B.S.A.—Hamstead (Tube), N.W.5. Ham. 6041. [W4018/R]

B.S.A. Spares and Service

BASIL ROY, Ltd.—B.S.A. (Scout model) spares; comprehensive stock, wholesale and retail.—161, Gt. Portland St., W.1. Langham 7735. [0144/R]

BUGATTI

SUPERCHARGED drop head 4-seater coupe, low mileage, two famous owners only, engine now being overhauled; price £1,200.—J. Lemon Burton, Lonsdale Rd., N.W.6. Mai. 1531. [0870/R]

Bugatti Spares and Service

J. LEMON BURTON, Bugatti service, Lonsdale Rd., Kilburn N.W.6. Maids Vale 1331. [0071/R]

BUICK

PETER BANTOCK CAR SALES offer:—

1939 Buick Series 40 d/h coupe, regularly serviced and maintained by Buick agents, truly an outstanding example of this model; £335.—104, High Rd., Chiswick 2725/5870. [C1014]

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1938 Buick Special, blue with cloth upholstery, recently repainted; £175.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford 62907-8-9. [C1057]

1951 Buick 4-door saloon, right-hand drive.—Below.

RHD 1947 Buick, radio and heater, colour black.—Joe Thompson (Motors), Ltd., 97, Fulham Rd., S.W.3. Kensington 4858. [W4028]

GUY ALFRED & Co., Ltd.—1939 Buick Viceroy saloon, one owner, as new, 1952 condition.—6-7, Warren St., W.1. Euston 3268. [C1005]

CAMDEN MOTORS for Limousines.—The largest selection in the country, over 60 in stock including Buicks.—See our display hire car advert, page 35 in this issue. [C1035/1]

BUICK saloon Super 8, right-hand drive, 2-colour brown, cloth interior with loose covers, in excellent condition, first registered in this country October, 1948; £825.—Tel. Euston 6071 or 2922, 9 till 6. [6848]

AMERICA'S number one car, 1951/2 Buick Riviera with automatic transmission and full circle visibility, a very attractive body colour and upholstery combination, radio and three-temperature air-control.—Tel. Valentine 4674 after 6 p.m. [C2018]

A GOOD INVESTMENT

Have you a car to sell?

If so, dispose of it by spending a few shillings on an advertisement in these columns.

Many thousands of readers search "THE AUTOCAR" each week and will see YOUR advertisement.

1949 Buick Roadmaster Riviera convertible, power-operated throughout, Dynaflo transmission, radio, heater, just decarbonized and thoroughly checked throughout; £1,045.—Taylor & Crawley, Hyde Park Corner, Grosvenor Crescent Mews, S.W.1. Slo. 5213. [C4036]

1952 right-hand drive Buick Super 8 4-door de luxe saloon, low mileage, grey, nylon covers, radio, heater, side-view mirrors, screen washers, wipers, believed to be the only 1952 r.h.d. available; exchange considered.—20, Leamington Rd., Coventry, Tel. 68223. [6632]

CAMDEN MOTORS for Buicks.—1947 model right-hand-drive 4-door series special 8 saloon, equipped with all extras, built-in push-button radio, full air-conditioning and demisting, tailored loose seat-covers, flashing trafficators, courtesy interior lighting, spot-lamps, etc., brand new set of tyres recently fitted; this car has been maintained and driven carefully over a moderate total mileage; opportunity to purchase a modern post-war American car in good all-round condition; £695.

A LEO & 1948 Super 8 right-hand-drive 4-door saloon and 12 late pre-war saloons and coupes from £125.

CAMDEN MOTORS for Buicks, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays. Write for catalogue. [C1055]

LIMOUSINE, 1938, partition, forward occasional, genuine low mileage, black, magnificent throughout, bargain value, Alpe & Saunders Ltd., Providence Court, North Audley Street, Mayfair-2941. [C1006]

Buick Cars Wanted
SIMPSON'S MOTORS (WEMBLEY), Ltd., the Buick buyers.—Wembley 8691/3903. [W4015/R]

JOE THOMPSON (MOTORS), Ltd., require Buicks.—97, Fulham Rd., S.W.3. Kensington 4858. [W4028]

SOLE concessionaires, Lendrum & Hartman, Ltd., will purchase used Buick models.—Showrooms: Buick House, Albemarle St., Piccadilly, London, W.1. Hyde Park 7121. [0304/R]

Buick Spares and Service
BUICK sole concessionaires, Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7911. [0141/R]

CADILLAC
CAMDEN MOTORS for Limousines.—The largest selection in the country, over 60 in stock including Cadillac's.—See our display hire car advert, page 35 in this issue. [C1035/1]

CADILLAC

SIMPSON'S offer:—

1951-2 Cadillac 4-door saloon, Hydramatic, radio and all extras, 16,000 miles.

1947-8 Cadillac convertible 2-door, radio, heater, extra, Hydramatic, cream, moderate mileage.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), 345, High Rd. Wembley 8691/3903. [C4015]

£250—Cadillac 8-seater (reg. Sept., 1940) l.h.d., long chassis limousine stupendous bargain; £55 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hamstead 6490. [C1024]

1948 Cadillac convertible, power operated throughout, radio, heater, covers, new hood, most immaculate condition and a very attractive car; £1,275.—Taylor & Crawley, Hyde Park Corner, Grosvenor Crescent Mews, S.W.1. Slo. 5213. [C4036]

£695—Cadillac limousine, registered 1947, one owner only since new, the most immaculate specimen we have ever offered of this high-class car, finished in black with body styling that incorporates all the well-known post-war American features including heavy chrome, grilles, mouth-organ front, large capacity enclosed luggage boot, steering column gear change, etc., fitted built-in radio and full air conditioning, the interior trimmings is the last word in luxury and comfort, with full width occasional seats, push-button electrically operated sliding division, cigar lighters and courtesy lighting, etc., mechanically the car is up to the highest standards and is open to any inspection or trial at our showrooms.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041, open till 8 p.m. Mondays to Saturdays; write for catalogue. [C1035]

Cadillac Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., the Cadillac buyers.—Wembley 8691/3903. [W4015/R]

JOE THOMPSON (MOTORS), Ltd., require Cadillac's.—97, Fulham Rd., S.W.3. Kensington 4858. [W4028]

SOLE concessionaires, Lendrum & Hartman, Ltd., will purchase used Cadillac models.—Showrooms: Buick House, Albemarle St., Piccadilly, London, W.1. Hyde Park 7121. [0304/R]

Cadillac Spares and Service

CADILLAC sole concessionaires, Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7911. [0012/R]

CHEVROLET

1948 Chevrolet Fleetmaster 4-dr. saloon, l.h.d.; £595.

1949 Chevrolet Styleline 2-dr. saloon, r.h.d.; £1,085.

1951 Chevrolet Styleline 4-dr. de luxe saloon, l.h.d., Powerglide, seat covers, radio, heater, £1,195.

1953 Chevrolet 4-dr., r.h.d., Powerglide, 3,800 mls.; £1,975.

MANY others in stock.

BRITISH & COLONIAL MOTORS, Ltd. (Distributors for London & Home Counties), 13-14, Upper St. Martin's Lane, W.C.2. (Adj. Leicester Sq. Tube Stn.), Temple Bar 3588. [C1004]

R.H.D. Chevrolet 1951 4-door saloon, radio and heater, numerous extras.—Joe Thompson (Motors), Ltd., 97, Fulham Rd., S.W.3. Kensington 4858. [C4028]

1949 Chevrolet Fleetline sedan de luxe, two owners from new, new tyres fitted heater and radio, fog lights, etc.; £695.

REG TIMM (MOTORS), Ltd., 17-18, High St., Tootingdon, Beds. Tel. 37. [C4064]

1952 Chevrolet Styleline saloon, 14,000 miles only, immaculate condition, radio, heater, covers, £1,150.—Taylor & Crawley, Hyde Park Corner, 33, Grosvenor Crescent Mews, S.W.1. Sloane 5213. [C4036]

CHEVROLET 1949-50 Fleetline 4-door saloon, radio, heater, blinkers, covers and numerous other extras, very good condition throughout, 175 miles; £725, or reasonable offer to Frazer, 30, Camden Rd., London, N.7. North 3636 or Amherst 7848. [6830]

Chevrolet Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., the Chevrolet buyers.—Wembley 8691/3903. [W4015/R]

BRITISH & COLONIAL MOTORS, Ltd., distributors for London and Home Counties, require good Chevrolet cars.—Upper St. Martin's Lane (Adj. Leicester Sq. Tube Stn.), W.C.2. Temple Bar 3588. [W1027/R]

Chevrolet Spares and Service

CHEVROLET spares and repair for private vehicles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane (Adj. Leicester Sq. Tube Stn.), W.C.2. Temple Bar 3588. [C1027/R]

CHRYSLER

SIMPSON'S offer:—

RHD 1951 Chrysler sedan, 4-door, heater, green, 11,000 miles.

1949-50 Chrysler New Yorker, 4-door, radio, heater, all extras, black, 25,000 miles.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), 345, High Rd. Wembley 8691/3903. [C4015]

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1948 Chrysler New Yorker r.h.d. saloon, total mileage since new, 35,000, fitted radio, heater, loose covers, etc. £204.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford 62907-8-9. [C1057]

ALCANTARA & TABOR, Ltd., Welwyn By-Pass, Herts, Welwyn 81-2-3, offer:—

1939 Chrysler Wimbledon saloon, finished bronze, good condition throughout; £250. [C1008]

CHRYSLER, 1951, with V.8 Fire-power engine, radio, heater, 4-door saloon.—Joe Thompson (Motors), Ltd., 97, Fulham Rd., S.W.3. Kensington 4858. [C4028]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

CHRYSLER
£250—1939 Chrysler Wimbledon with overdrive, fitted 20hp engine, in really outstanding condition throughout; £50 down.—Bray Motors 180-184, West End Lane, N.W.6, Hampstead £490. (C1024)

CHRYSLER CARS WANTED
AUTOSALES (LONDON), Ltd.
 CHRYSLER distributors will purchase all types of Chrysler vehicles.—59-65, Belaise Rd., Swiss Cottage, N.W.6. Mal. 5555/2155. (0645/R)

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Chrysler.—Hampstead (Tube), N.W.3, Ham. 6041. (W4018/R)

CHRYSLER SPARES AND SERVICE
AUTOSALES (LONDON), Ltd.
 CHRYSLER distributors, spares for all models; exchange reconditioned units in stock.—59-65, Belaise Rd., N.W.6. Mal. 5555-2155. (0645/R)

CHRYSLER Specialists. repairs, spares, exchange engine service.—L. A. Mitchell (Motors), Ltd., 1, Balham High Rd., London, S.W.12. Tel. Balham 2254. (0361/R)

CITROEN
BM
REALLY good Light 15s for every pocket.

1952 black sunshine saloon, moderate mileage, faultless throughout, excellent tyres, new battery, heater, demister, reversing and map lights; for sale only as owner has fancied a new Zephyr; £635.—Below.

1948 metallic grey sun saloon, lovely throughout, two owners, recently reconditioned and engine overhauled, particularly fast, again only for sale as owner emigrated, radio, heater; £410.—Below.

1947 black saloon, very good mechanically, reconditioned and rechromed by us and looks very nice indeed, brown interior, new battery, excellent tyres, heater, latest Lucas fog light; £365; terms, exchanges.—Beverly Motors, Beverly Rd., Highgate Park, London, E.4. Larkwood 7208 or 2031. (C1086)

RAYMOND WAY.

RAYMOND WAY OF Kilburn.

RAYMOND WAY, the hire-purchase specialists.

1949 Citroen Light 15 saloon, black with brown leather upholstery, literally as new throughout, mechanically faultless, one owner only; £479s.

HIRE purchase terms on the spot with no references, no formalities or guarantees; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.8. Maide Vale 8044, connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). (C4047)

SCOTT CARS offer:—

1950 model Citroen Light 15, one owner, perfect; £435.

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Hampstead 2100/9676. (C4016/1)

SCOTT CARS offer:—

1946 (October) Citroen Light 15, very good condition; £430.

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Hampstead 2100/9676. (C4016)

COACHCRAFT, offer:—

£450 o.n.o. 1950 series Citroen Big Six saloon de luxe, one private owner, superbly maintained, low mileage, H.M.V. radio, heater, sliding head, grey with red leather, a most impressive vehicle in every way, 3 months' mechanical guarantee; terms and exchanges.—Coachcraft, Elm Rd., Evesham, Tel. 6539. (C1053)

C. D. NORMAN & Co.

CITROEN Sole Distributors for the County of London. Service, spares and replacement units. Fully guaranteed used models at competitive prices always in stock.—50, Vauxhall Bridge Rd., S.W.1. Vic. 2211. (0756/R)

B. J. HUNTER, Ltd., offer:—

1948 Citroen 15 saloon, just overhauled, £450.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. (C2040)

C.M.I. CAR SALES (Pri. 6623) offer:—

1950 Citroen Light 15, black, immaculate condition; £475.

THREE months' guarantee; terms; list on application.—Swiss Cottage, Finchley Rd., N.W.3. (C1051)

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1953 Citroen Big 15, grey/red leather, heater, radio, rim embellishers, etc., etc., mileage 6,000; £795.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford, Guildford 62907-8-9. (C4057)

WORTHINGTON MOTOR CO., Ltd., for Citroen sales, spares, service.—Tel. Worthing 71. (4734)

1950 6-cylinder 20hp Citroen de luxe saloon colour black, red leather, special heater, spot lamp; £595.—Below.

1951 15hp Citroen de luxe saloon, black, red leather, nominal mileage; £595.—Woking Motors (Maybury Hill), Ltd., Woking 1928. (C4057)

1947 Citroen Light 15 saloon, excellent condition, moderate mileage, choice of two, 3 months' guarantee; £395.

A. & W. MOTORS, Ltd., Queen's Head Garage, East C. End Rd., N.3, Finchley 6236 (3 lines). (C1051)

£295—Citroen Super modern 12, 1938, really exceptional condition throughout, many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5466-7. (50 yds Holland Park Tube). Exchanges, h.p. (C1017)

1940 model Citroen 12 saloon; £175.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1519. (C4038)

1949 Citroen Light 15 sun roof saloon, metallic silver with red leather, mechanically and in every other way faultless; £495.—H. A. Saunders, Ltd., 326-330, Euston Rd., N.W.1. Euston 4511. (C4040)

ROSE & YOUNG, Ltd., offer 1948 Citroen Light 15 saloon, exceptional condition, black; £355.—65-69, Sternhold Ave., Streatham Hill, S.W.2. (1 minute Streatham Hill Station). Tel. Hill 4464. (C3057)

MAYFAIR GARAGES, Ltd., 1937 15 4-door saloon, black, smart car with excellent road performance; £185.—Balderton St. (Opp. Selfridges clock), Mayfair, W.1. Mayfair 5101-2. (C3009)

CITROEN distributors for sales, service and spares. demonstrations can be arranged for all models.—Ring Speedwell 9761, Gordon Cars (London), Ltd., 7/9, Russell Parade, Golders Green, N.W.11. (0011/R)

1939 Citroen Light 15 de luxe, maroon/leather, good tyres and condition; £249; terms, insurance and part exchanges.—Martin & Harrison, 422-4, High Rd., W.4. Chiswick 0558. (C3071)

1949 Citroen Light 15, carefully maintained, one first-class order throughout; £450.—Apply owner's agent, Old Forge, Bayers Common, Sussex, Tel. Hurslip 3291. (6704)

1953 (Aug.) 6-cylinder Citroen saloon, sliding roof, 5,000 miles, black/red; £575.—Halls (Finchley), Ltd., 1044, Cedon Parade, N. Finchley, N.13. (Tally Ho, Hil. 1044. (6671)

1952 Citroen 6-cylinder saloon, silver grey with red leather, heater, 18,000 miles only chauffeur-kept, in new condition; £710.—Herbert Robinson, Ltd., Cambridge, Tel. 4461. (6649)

595s.—Citroen Light 15, 1951 sports saloon, gun-metal, sliding head, red leather, one owner, exceptional; terms, exchanges; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)

1949 model Citroen Light 15 saloon, first registered December, 1948, body recently reconditioned French racing blue with cream wheels, two owners only, approximately 58,000 miles; £495 o.n.o.—Rowell, 63, Cadogan Place, London, S.W.1. So. 5430. (6879)

ROYS offer for £129 deposit, 1947 Citroen Light 15 black saloon; radio, heater, loose covers, one private owner, open to A.A. or R.A.C. examination; can we say more? £385 cash; terms and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1. (Near Camden Town Tube Station). Euston 2700 and 8894. (C3059)

CITROEN

1940 model Citroen 12 saloon; £175.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1519. (C4038)

1949 Citroen Light 15 sun roof saloon, metallic silver with red leather, mechanically and in every other way faultless; £495.—H. A. Saunders, Ltd., 326-330, Euston Rd., N.W.1. Euston 4511. (C4040)

ROSE & YOUNG, Ltd., offer 1948 Citroen Light 15 saloon, exceptional condition, black; £355.—65-69, Sternhold Ave., Streatham Hill, S.W.2. (1 minute Streatham Hill Station). Tel. Hill 4464. (C3057)

MAYFAIR GARAGES, Ltd., 1937 15 4-door saloon, black, smart car with excellent road performance; £185.—Balderton St. (Opp. Selfridges clock), Mayfair, W.1. Mayfair 5101-2. (C3009)

CITROEN distributors for sales, service and spares. demonstrations can be arranged for all models.—Ring Speedwell 9761, Gordon Cars (London), Ltd., 7/9, Russell Parade, Golders Green, N.W.11. (0011/R)

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1949 Citroen Light 15, carefully maintained, one first-class order throughout; £450.—Apply owner's agent, Old Forge, Bayers Common, Sussex, Tel. Hurslip 3291. (6704)

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ROYS offer for £129 deposit, 1947 Citroen Light 15 black saloon; radio, heater, loose covers, one private owner, open to A.A. or R.A.C. examination; can we say more? £385 cash; terms and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1. (Near Camden Town Tube Station). Euston 2700 and 8894. (C3059)

CITROEN CARS WANTED

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Citroen.—Hampstead (Tube), N.W.3, Ham. 6041. (W4018/R)

ACE SERVICE STATION (LONDON), Ltd.

THE Citroen distributors are the largest buyers of used Citroen cars in the British Isles; trade enquiries welcomed.

NORTH Circular Rd., Stonebridge Park, N.W.10. Elgar 5585 (5 lines). (W1000/R)

REQUIRED, good used Citroen.—O. Edwards, Ambury Lane, Harpenden, Herts. Harpenden 118. (W2000)

CITROEN.—John S. Truscott, Ltd., urgently require good examples, highest prices for cash or exchange.—173, Westbourne Grove, W.11. Bay. 4274. (W4035)

CITROEN SPARES AND SERVICE

BALES of Croydon, distributors and specialists for over 25 years; repairs, overhauls and spares.—Tel. Croydon 5131-2. (0167/R)

WIDMORE GARAGES, Ltd., Putney Rd., Bath 4863.—Citroen parts, reconditioned drive; trains 48-hr service. (8006)

SHRIMPSTON'S MOTORS, Ltd., London Distributors. Head office and showrooms.—242-244, Brompton Rd., S.E.3, Kensington 9464. (0747/R)

SPARES and service.—67, Montrose Place, Halkin St., Hyde Park Corner, S.W.1. Tel. Sloane 5490. (0747/R)

WOODFORD CAR MART, Essex distributors for Citroen car sales, service and reconditioning.—Woodford New Rd., Woodford Green, Essex. Buckhurst 0017. (0200/R)

CITROEN.—We are distributors for N.W. Kent and specialise in reconditioning these cars; front drive assemblies fitted from stock.—Barnehurst Garage, Ltd., Bexleyheath 725. (0746/H)

BOWES ROAD GARAGE & ENGINEERING CO., Ltd., 4863.—Citroen parts, specialists on Citroen body repairs and mechanical overhauls, arrive joints reconditioned 48-hr; all spares stocked. (0585/R)

DICKS

1937 Daimler 17hp saloon, careful user; £225.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maids Vale 6888-9. (C1072)

GUY SALMON AUTOMOBILES, offer:—

1950 Daimler 24-litre saloon, grey/blue upholstery, 27,000 miles, extremely well maintained; £725.—Portsmouth Rd., Thames Ditton, Esher 5551-2-3. (C4001)

1937 Daimler 16hp sports saloon, very good car, silver grey; £285 o.n.o.—Wray Park Garages, Reigate 2265. (6842)

1952 Daimler Consort, genuine 24,000 miles, radio, heater, new tyres, taxed, one owner, maroon with red leather, £285; part exchanges, deferred terms.—Chain of Ealing, Private 4404-5. (C1045)

DAIMLER

STRATSTONE, Ltd., Daimler Distributors.

Daimler 36hp Straight Eight limousine by Hooper (1951 model), black and grey with grey leather, as new; £2,950.

Daimler 24-litre Empress sports saloon by Hooper (1952), black with beige leather, as new; £2,500.

Daimler 24-litre special sports coupe (1951) dark grey with grey leather, an outstanding car; £1,495.

Daimler 24-litre Conquest saloon (1955), low mileage; £1,295.

Daimler 24-litre Consort saloon (1952), grey with blue leather, 13,000 miles only; £1,175.

Daimler 24-litre four-seater coupe by Barker (1950), black with brown leather, an outstanding car; £975.

Daimler 24-litre Consort (1951 model), black with brown leather, radio, low mileage; £925.

Daimler 24-litre saloon (1948), black with brown leather, reconditioned; £725.

STRATSTONE, 40, Berkeley St., W.1 (Mayfair 4404). Service; 7, Herbrand St., Russell Sq., W.C.1 (Terminus 7464). (C4022)

21-litre sal. Nov. 1948, black/blue leather, heater, immaculate throughout; £595.

TERMS. exchanges.—Cyril Sheppard of Reading, 23, Sonning 23. (6464)

CHARLES FOLLET, Ltd., 18, Berkeley St., W.1. Mayfair 6266, offer:—

1950 (Dec.) Daimler Consort saloon, grey, one owner, really superb condition; £765.

SERVICE Works & Stores, Buxton Rd., off Elgin Ave., W.9. Cunningham 5936. (C2010)

ALAND & TABOR, Ltd., Welwyn By-Pass, Herts. Alwyn 481-2-3, offer:—

1951 Daimler special sports coupe by Barker, finished maroon, new beige leather, good, beige leather, H.M.V. radio, heater, overdrive, low mileage, one owner, immaculate condition; £1,395. (C1001)

ALAND & TABOR, Ltd., Welwyn By-Pass, Herts. Alwyn 481-2-3, offer:—

1939 24-litre Daimler, finished dark blue, blue leather, H.M.V. radio, heater, low mileage, immaculate condition throughout; £335. (C1001/1)

Daimler 24-litre saloon, 1940, engine done 10,000 miles since reconditioned, body black, very clean; £345.

F. HALLIS, Ltd., 840, Chester Rd., Stratford, Tel. Lo. 2206. (6600)

Daimler Consort saloon, genuine mileage 4,800, wireless, heater; £1,385.—Fugle, Bushey Heath, Herts. 1685. (C2017)

1949 Daimler 24-litre saloon, black, brown interior, one owner, in very good condition; £595.—Tel. Euston 8071 or 2322, 9 till 6. (6647)

£495—1946 (October) Daimler 24-litre saloon, radio, grey, 32,000 miles.—Haverstock Garage, Haverstock Hill, N.W.3. Quilliver 2662. (C2072)

1948 (October) Daimler 24-litre saloon, heater, excellent; car; £495.—Elborne Bros., Ltd., Lady Margaret Rd., Southall, Wxlow 1891/4008. (6860)

£666!!!—1949 series Daimler 24 de luxe saloon, small mileage, specimen condition motor car; choice also 1947 and 1948 models; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground). (C2052)

CAMDEN MOTORS for Daimlers.—1949 special Barker coupe, somewhat scarce model; very attractive-looking car, beautiful bodywork, moderate total mileage; £725.

CAMDEN MOTORS for Daimlers.—Consort saloon, 1952, late delivery, immaculate condition; previously owned by wealthy financier with other cars in daily use; genuine low mileage specimen; colour: dark blue with leather upholstery and trimming to match; £1,095.

CAMDEN MOTORS for Daimlers.—24-litre saloon, 1949, another perfectly maintained car, one of the finest we have handled, all extras; £645.

CAMDEN MOTORS for Daimlers.—Other post-war 24-litre saloons from £475; also several late pre-war saloons.

CAMDEN MOTORS, Leighton Buzzard Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays. Write for catalogue. (C1085)

£285—1957 Daimler 34-litre 6-light sports saloon, Park Ward body, beige/brown, good condition.—Jackson, 44, Westby Rd., Boscombe, Bournemouth (Boscombe 36539). (6572)

Daimler.—For any new model or for help and advice on one already in service come to the officially appointed distributors with Daimler-Lanchester experience dating back over 30 years.—Walker and Ward, Ltd., Cheltenham, Tel. 3814 and 3816. (0865)

1948 model Daimler 24-litre saloon, black, one owner, reg. Daimler Motor Co., a perfect specimen, no radio, any examination; £550; cannot repeat.—Bowden, 5, Surbiton Hill Rd., Surbiton, Elmbridge 1873. (C4070)

Daimler special sports coupe, body by Barker, in brown and brown, one private owner since new, serviced solely by makers; this car has only run a guaranteed 15,000 miles, first registered Sept. 1951 and is as new in every respect; £1,350. (C4013)

C. S. EYERS, Ltd., Mersey Sq., Stockport, Tel. Sto. 2625-6. (6875)

365s.—Daimler 1959 24-litre de luxe saloon, sliding head, leather, press motor, i.f.s., carefully used, excellent condition; terms, exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4013)

LMOUDINE, 1939/EL.24, partition, forward occasional, black, privately chauffeured, mileage 36,000, immaculate, competitive price.

LMOUDINE, 1936/24hp, partition, forward occasional, exceptional chassis, ready service, bargain, £225.

LMOUDINE (outrigger tail) magnificent condition, 1938, 22hp, widest occasional, certified mechanically, ready service, competitive price. Alpe & Saunders, Ltd., Providence Court, North Audley Street, Mayfair-2941. (C1006)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

DAIMLER CARS WANTED
ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Daimler.—Hamstead (Tube). N.W.3. Ham. 6041. (W4018/R)

Daimler Spares and Service
KINGSTON-ON-THAMES Daimler agents and specialists.
G. W. WILKIN, Ltd., 1, Weston Park and 84, Eden St. Kin. 2241-2. (S4053/R)

DAIMLER and Lanchester specialists—Debnam Motors, 17, Atherton Mews, S.W.7. Western 4541. (S4052/R)

ROOT ENGINEERING, Ltd.—Preslector gear boxes, exchanges and repairs.—169, Fulham Rd., S.W.3. Kensington 7301. (S236/R)

CRAYDON—Donald Vince & Co., Ltd., Daimler and Lanchester specialists, for sales and service.—Kilminster Rd., Craydon 5775. (S068/R)

DAIMLER-LANCHESTER specialists, service, chassis and coachwork repairs.—J. B. Tansborough & Co., Ltd., 30, Wilton Row, Belgrave Sq., S.W.1. Sloane 4665. (S0713/R)

DAIMLER and Lanchester repairs, spares, gear boxes a speciality, reasonable charges.—A. A. Titmus & Co. (formerly with Daimler Co.), 81, Clapham Rd., S.W.9. Reliance 1647. (S0666/M)

DELAGE

!! Chippstead Motors, Ltd.—See our advertisement under "Sports Cars." (C1046)

DELAGE Spares and Service
SELBORNE—Wool Concessionaires, engines and body repairs; parts supplied.—82, Park St., W.1. (S0659/R)

DELAHAYE

!! Chippstead Motors, Ltd.—See our advertisement under "Sports Cars." (C1046)

1950 Delahaye 135M 2-door saloon, excellent condition; A.S.S. Clayton's Cars (London), Ltd., 537, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). (C1050)

GUY ALFRED & Co., Ltd.—1951 (October) Delahaye, M135, 1952 features, fitted magnificent sedanca drop head fourseater, 14,000 miles only, passed by concessionaires, originally cost over £4,000, offered at £1,585.—6-7, Warren St., W.1. Euston 3268. (C1005)

Delahaye Spares and Service
SELBORNE—Wool Concessionaires, engines and body repairs; parts supplied.—82, Park St., W.1. (S0660/R)

DELLOW

GORDON GARAGE (DULWICH), Ltd., Dellow distributors for London and South-Eastern counties.—33-35, East Dulwich Rd., London, S.E.22. New Cross 3704. (S0610/R)

D.K.W.

D.K.W. cars!!

D.K.W. cars for sale!!

SIX beautiful specimen saloons and cabriolets, fully guaranteed.

D.K.W. cars!! bought for cash, taken on sale or return, no charges, as part exchange for new Ford, etc.

B. & M. GARAGES, Ltd., for new crankshafts, guaranteed for 12 months at £25/10, sleeve blocks, £11; new super German pistons at £2/8/6 each; clients own spares fitted as desired by skilled and trained D.K.W. men.—B. & M. Garages, Ltd., 42a, St. Michael's, W.2. Paddington 5677. (S0616/R)

D.K.W. 1938 cabriolet, recently spent £90 new engine, gear box, transmission, coachwork shabby; £125 only.—Box 3424. (S690)

D.K.W. Spares and Service

NEW big ends and mains fitted to D.K.W. crankshafts.

C. F. SMITH & Co., 83-85, El. John's Hill, Clapham Junction, Bat. 0971. (S0006/R)

LARGEST importers of genuine D.K.W. spares; write for Auto Union approved price list.—Carr's Motors, Hardman St., Liverpool. Royal 5141 (4 lines). (S0608)

DODGE

1947 Dodge saloon, right-hand drive; £485.—Woots Motors, Doncaster 49580. (S682)

CAMDEN MOTORS for Limousines.—The largest selection in the country, over 60 in stock including Dodges.—See our display hire car advert, page 35 in this issue. (C1035)

Dodge Spares and Service

DODGE specialists, repairs, spares, exchange engine service.—J. & Mitchell (Motors), Ltd., 1, Balham High Rd., London, S.W.12. Tel. Balham 2234. (S0632/R)

FIAT

1954 Fiat 1100, latest type—Anthony Crook, Caterham Hill, Surrey. Tel. 2232-3. (C1063)

£298—Fiat 1500 1940 4-door pillarless saloon, in exceptional condition throughout; many new parts. **BENMOTORS**, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50 yds Holland Park Tube.) Exchanges, h.p. (C1017)

1939 Fiat 500 cabriolet, duo-brown, smart; £225.—Richards & Carr, 35, Kinnerton St., London, S.W.1. Sloane 5424. (S0645)

FIAT 500cv Fiat conversion, modified 1937 cabriolet, used since reconditioned by us, outstanding performance with economy; £235.

1938 cabriolet, bronze, recently reconditioned by us, used since reconditioned by us, outstanding performance with economy; £235.

265 gns.—Fiat 500, late 1939 full 4-seater convertible saloon, very carefully used, excellent condition; terms, exchanges.—Rowland Smith, below.

195 gns.—Fiat 500, 1939 model convertible coupe, good condition, choice of 4 Fiat 500s; terms, exchanges, list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C1018)

MAYFAIR GARAGES, Ltd., for your Fiat, the elegant and economical light car.—Below.

MAYFAIR GARAGES, Ltd.—Preston used Fiat in stock, all plainly price ticketed, illustrated literature and road test report on request.—Below.

MAYFAIR GARAGES, Ltd.—Sept. 1949, 1100E, introduced 1950, de luxe 4-door pillarless saloon, grey, Philco radio, heater, twin spot lamps and horns, one owner, extremely smart car with outstanding road performance; 3 months' guarantee; £560.—Below.

MAYFAIR GARAGES, Ltd.—Oct., 1950, fully reconditioned 500 2nd series de luxe convertible full 4-seater saloon, finished in black with leather upholstery, immediate delivery; 3 months' guarantee; £535.—Below.

MAYFAIR GARAGES, Ltd.—1947 model (reg. 1953), 500 2nd series de luxe hardtop coupe, silver, smart and economical car with outstanding road performance; 3 months' guarantee; £515.—Below.

MAYFAIR GARAGES, Ltd.—1939 1500 de luxe 1/4 drive 4-door pillarless saloon, black with cloth upholstery, unusually well preserved car, in outstanding condition throughout; 3 months' guarantee; £275.—Below.

MAYFAIR GARAGES, Ltd.—1939 500 2nd series de luxe convertible coupe, bronze, Tygan loose covers, bumpers, economical car with excellent road performance; 3 months' guarantee; £235.—Below.

MAYFAIR GARAGES, Ltd.—Any car from our stock can be fitted with Arnott supercharger £25 extra.—Below.

MAYFAIR GARAGES, Ltd. (Flat Sales, Service, Repairs and Renovations), Balderton St. Service, Selfridges clock, Mayfair, W.1. Mayfair 5104-5. Open 9-6. Sats. 9-1. (C3009)

FIAT 500 convertible coupe, excellent condition all round, A.A.R.A.C. examination; £165.—Cutler, Walbrooth, Arundel. Tel. Eastergate 367. (S672)

1940 2nd series, convertible 500, reconditioned engine, heater; £250.—Clairmonte Bros., Shanklin Rd., London, N.8. Mountview 5285. (C1056)

1939 (June) Fiat 1100 r.h.d. 4-door pillarless saloon, in good condition, an economical and lively car; £175; exchange considered.—J. Golby, Adderbury West, Banbury, Oxon. Tel. Adderbury 520. (S674)

C. V. RUSHMER, the Fiat Specialist, offers latest "New Eleven Hundred" saloon, as new; 1952 500cc Belvedere station wagon, show model; 1939 500 coupe; 3 months' guarantee.—39, Holland Park, W.1. Park 5751. (C3061)

1938 model Fiat 500 convertible, excellent exterior, new hood, 97 a.h. battery, 4.75x15 tyres, two spare wheels, twin Bosch horns, many extras; £150.—Brooks, Trade Cottage, Lavenham, Suffolk. Tel. Lavenham 560. (S677)

Fiat Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Fiat.—Hamstead (Tube). N.W.3. Ham. 6041. (W4018/R)

S. & S. MOTORS, best prices paid for Fiat.—165a, Westbourne Grove W.11. Bayswater 1644. (S5975)

MAYFAIR GARAGES, Ltd.—Top cash prices for Fiat.—Balderton St., W.1. Mayfair 5104. (S0695/R)

Fiat Spares and Service

FIAT 500 trouble—T.T. E.D.S. (England), Ltd., 65, Lowlands Rd., Harrow. Byron 6028. (S0325/R)

MAYFAIR GARAGES, Ltd.—Fiat 500, reconditioned, exchange engines, pre- and post-war, £38; Fiat repairs and renovations at competitive prices.—Below.

MAYFAIR GARAGES, Ltd., Balderton St., W.1. Mayfair 5124 open 9-6. Sats. 9-1. (S0632/R)

S. & S. MOTORS, Fiat 500cc spare stockists, retail and trade replacement service units.—165a, Westbourne Grove, W.11. Bay. 1644. (S0136/R)

FIAT (ENGLAND), Ltd., Water Rd., Wembley, sole licensees for the United Kingdom, are only source of genuine Fiat spares and service.—Tel. Perivale 5651. Grams: Fiat, Wembley. (S0909/R)

500s—1100, 1500 Fiat, full range of spares, reconditioned bench test engines, gearboxes, radiators, dynamos, starters, distributors in exchange; new carburetors, exhaust systems, running boards, hoods; interior heaters for 500s, £3/5; stamp list, reconditioning and servicing.—Derrington, 159-161, London Rd., Kingston 5621-2. (S1071)

FORD (8 h.p.)

PERRY'S OF HARROW.

HAVE an excellent selection of post-war 8hp saloons available.

PHONE Harrow 4262 for details.

W. HAROLD PERRY, Ltd., High Rd., Harrow Weald, Middx. (Opp. Bus Depot.) (S0699/R)

W. J. BROWN, Ltd., established over 30 years, Used Ford Specialists.

1953 Ford Anglia, black, 5,500 miles; £395.

339 Finchley Rd., N.W.3. Hampstead 4414. (C1025)

DAGENHAM MOTORS, Ltd., Ford Main Dealers.

1953 Ford Anglia, fawn, 8,000; £365.

56 Park Lane, W.1. Hyde Park 4866; 374, Ealing Rd., Alperston, Middx. Perivale 3388; and 6, 8 and 12, Sangley Rd., Catford, S.E.6. Hither Green 4821. (C1066)

1947 Anglia, new interior, excellent condition throughout; £230.—Below.

MAGDALEN MOTORS, 311, Trinity Rd., Wandsworth Common, Battersea 5573. (S3005)

BENTALLS, Ltd.—1951 Ford Anglia saloon, black; £325.—Kingston-on-Thames. Tel. 1001. (S6878)

1952 (Nov.) Anglia, 3,000 miles; £385; black, taxed, bargain.—Pop. 4744. (S6751)

1953 (June) Ford Anglia, black, 6,000 miles seen South London; £585.—Box 3385. (S6761)

FORD (8 h.p.)

£265—1947 Ford 8 Anglia saloon, spotless and most unusual condition.—Below.

£155—1937 Ford 8 saloon de luxe, excellent throughout.—Below.

£135—1936 Ford 8, fitted wood utility bodywork, absolute gift; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421/423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) (C2052)

1947 Ford Anglia saloons, choice of several well maintained, in smart condition throughout, from £255.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. (C2008)

£275—1947 (model) Anglia, black, one owner, low mileage, a real specimen car, superb condition.—S. Bowen & Son, Hillside Garage, Edgware. Tel. Edgware 4464. (C1023)

ARTHUR E. GOULD, Ltd., 290-292, Regent St., W.1 and 8-10, Meard St., Soho, W.1. Langham 1984-5.—1946-50 Ford Anglia saloons, low mileage, all guaranteed; also earlier models. (S078/R)

1953 (October) Ford Anglia, 2,000 miles, green with brown upholstery, condition absolutely as new; £400, no offers; can be seen Sussex.—Tel. Steeple-Morden (Combs) 706. (S6716)

225 gns.—Ford 8, 1939 saloon (10hp engine), excellent condition; terms, exchanges, list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)

PRIDE & CLARKE, Ltd.—1949 Ford Anglia saloon, black/green (radio) or black/brown, choice of 4 from £265; 1948, black/m; £265; 1947, black/brown, choice 4 from £255; 1946, black/red, black/brown, black/green, choice 4 from £219; 3 months' guarantee; terms, exchanges, list.—Stockwell Rd. S.W.9. Brixton 6251. (S3068)

Ford Eight Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford 8.—Hamstead (Tube). N.W.3. Ham. 6041. (W4018/R)

FORD (10 h.p.)

CAR MART, Ltd.

1952 Ford Prefect saloon; £450.—Car Mart, Ltd., 10, Uxbridge Rd., Ealing, W.5. Ealing 6600. (C1039)

SCOTT CARS offer:

1948 (December) Prefect, perfect car; £515.

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Hampstead 2100/8676. (C4016)

PERRY'S OF HARROW.

HAVE an excellent selection of post-war 10hp saloons available.

PHONE Harrow 4262 for details.

W. HAROLD PERRY, Ltd., High Rd., Harrow Weald, Middlesex (Opp. Bus Depot.) (S0100/R)

WARWICK WRIGHT, Ltd., offer:—

1953 Ford Prefect saloon, black, 3,000 miles; £525.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. (C4045)

DAGENHAM MOTORS, Ltd., Ford Main Dealers.

1953 Ford Prefect, black/red, 8,000; £485.

1949 Ford Prefect, beige, 25,000; £365.

56 Park Lane, W.1. Hyde Park 4866; 374, Ealing Rd., Alperston, Middx. Perivale 3388; and 6, 8 and 12, Sangley Rd., Catford, S.E.6. Hither Green 4821. (C1066)

1946 Ford Prefect 4-door saloon, black and red leather; £275.

GEE CARS, Ltd., 60, Queenstown Rd., S.W.8. Mar 3365. (S6380)

£375—1950 Ford Prefect 4-door saloon, spotless condition, choice 2.—Below.

£265—1944 Ford 10 saloon, excellent mechanic, list and recently overhauled; 3 months' guarantee; hire purchase, exchanges.

LAMBS, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) (C2052)

1952 Ford Prefects, choice of colours, one owner, low mileage, specimen car; £415.

H. A. SAUNDERS, Ford Division, 144, Golders Green Rd., N.W.11. Speedwell 0011. (C4004)

£85—1935 Ford 10 4-seater tourer, bargain.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. (C1024)

1951 saloon, black, leather, recon. engine, one owner, 28,000 miles; £415.—Robbins, East Putney, Tel. 4581. (S3010)

£325—Ford Prefect 1945 4-door leather interior, recon. engine, original throughout many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50 yds Holland Park Tube.) Exchanges, h.p. (C1017)

1946 Ford Prefect l.h.d. saloon, guaranteed; £165; payments.—Oldfield, 386, Kensington High St., W.14. Wes. 6631. (S3029)

1951 model Prefect black saloon, excellent condition throughout; £265; one owner.—55, Galspurn Rd., Thornton Heath 4945. (S6900)

1953 Ford Prefect, beige, red, 8,000 miles; £460.—Mechanics Motor Sales Organisation, 369, 370, Kensington High St., W.14. Western 9821. (S684)

1948 Ford Prefect 4-door saloon, excellent condition, covers, mats, spotlight £313.—Harrow 748, Finchley Rd., N.W.11. Sp. 9581. (S6744)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

FORD (10 h.p.)
£315—1947 Ford Prefect saloon, black, loose covers.—Haverstock Garage, Haverstock Hill, N.W.3 Gulliver 2662. [C2072]

£395—1951 Prefect saloon, leather upholstery, immaculate condition, ex-demonstration car.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. [C2022]

1953 (July) Ford Prefect saloon, leather, 4,225 miles only written guarantee; £496.—Sharwood Motors Ltd., 32, Uxbridge Rd., W.5. Ealing 1475. [6854]

1953 Ford Prefect, one owner, 14,000 miles, spare unused, green with leather; £475.—J. P. Dove Ltd., 69, Broadway, Wimbledon, S.W.19. Liberty 3456. [C1077]

ARTHUR E. GOULD Ltd., 290-292, Regent St. W.1. and 6-14, Meard St., Soho, W.1. Langham 1594-5. —1946-50 Ford Prefect saloons, low mileage, all guaranteed. [C1079/R]

1952 Ford Prefect, 9,000 miles, heater, loose covers, undervaxed, one owner; £445.—Tom Allery Automobils, 68, Hill Rd., S.W.19. Wimbledon 5848. [6831]

CAMDEN MOTORS for Fords.—Choice of 8 Prefect saloons, all in leather from £255, and including a 1950 one-owner full de luxe model in delightful order at £395. [C1035]

CAMDEN MOTORS for Fords.—Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays. Write for catalogue. [C1035]

WALTER SCOTT, Ltd.—1950 Ford Prefect, black, low mileage; £375.—39, College Crescent, Hampstead, N.W.3 (Swiss Cottage Tube). Pri. 5914. [C4006]

365s.—Ford Prefect, November 1949 saloon, leather, one owner, excellent condition, choice of 4 Prefects; terms, exchanges, list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

Ford Ten Cars Wanted

POST-WAR Ford Prefects in good condition urgently required.
JOHN WILSON AUTOS, Ltd., Sanderstead Rd., South Croydon, Sanderstead 4260. [W4055]

MARSTON MOTOR CO., Ltd., for your Ford 10.—Tel. Sta. 8000, Seven Sisters Rd., Tottenham, N.15. 10179/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford 10.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

FORD CONSUL

W. HAROLD PERRY, Ltd., of 279, Ballards Lane, N. Finchley, N.12. Tel. Hillside 4444, offer:—

1952 Ford Consul saloon, black with leather upholstery, radio and heater, mileage 15,800, one owner; £585. [C3042]

W. HAROLD PERRY, Ltd., 279, Ballards Lane, N. Finchley, N.12. Tel. Hillside 4444. [C3042]

ALWAYS

FORD Consuls, A selection with a written guarantee and free after sales service at
NAYLOR & ROOT, Ltd., 25, East Hill, Clapham Junction, S.W.11. Bati. 2232. [C3022]

AUTO SALES (LONDON), Ltd., offer:—

1953 Ford Consul, 1,000 miles only, leather, one owner; £620.—Auto Sales (London), Ltd., Beisale Rd., N.W.6. Maida Vale 5555. [4222]

COOMBS & SON (GUILDFORD), Ltd., offer:—

1953 Ford Consul, beige, red leather, heater, 8,000 miles; £625. [C1057]

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford, Guildford 6297-8-9. [C1057]

DAGENHAM MOTORS, Ltd., Ford Main Dealers.

1953 Ford Consul drop head coupe, blue, 1,800; £695. [C1066]

1953 Ford Consul, black, hide, 5,000; £635. [C1066]

56 Park Lane, W.1, Hyde Park 4666; 374, Ealing Rd. Alperton, Middx., Perivale 3388; and 6, 8 and 12, Sangley Rd., Catford, S.E.6. Hither Green 4821. [C1066]

W. J. BROWN, Ltd., established over 30 years. Used Ford Specialists.

1953 Ford Consul, black, leather, heater, 13,000 miles, one owner; £635. [C1025]

339 Finchley Rd., N.W.3. Hampstead 4414. [C1025]

1953 Ford Consul, grey, 6,000 miles; £635.—Diana Lodge, Snatts Hill, Oxford 445. [6731]

1953 Ford Consuls, choice of colours, one owner, low mileage, specimen cars; £610. [C4004]

H. A. SAUNDERS, Ford Division, 144, Golders Green Rd., N.W.11. Speedwell 0011. [C4004]

£525!!!—1951 Ford Consul saloon de luxe, immaculate, choice 2, 3 months' guarantee; hire purchase, exchanges.

LAMBS, Finchley Showrooms, 421-423, High Rd., N. Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2058]

CAMDEN MOTORS for Fords.—1952 model Consul saloon de luxe series in leather with radio and heater, immaculately maintained and serviced regularly by main Ford agents; £595. [C1035]

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays. [C1035]

1954 (model) Ford Consul, very low mileage, fitted rear and leather, winking lights, £695.—Bells Service Garages, 144, London Rd., Kingston-on-Thames, Kingston 1165. [C1016]

1953 (August) Ford Consul saloon, finished black/red leather, heater, roof racks, 10,900 miles from new, one owner; £600.—Gordon White & Co., Ltd., Gerrards Cross 2077. [6905]

FORD CONSUL

1954 Ford Consul convertible, blue with blue hide upholstery, fitted heater and overrider, works mileage; £850.—R. S. Currie & Co., Ltd., 105, Westbourne Grove, W.2. Baywater 0065. [C1065]

1952 Ford Consul saloon, leather, heater, 16,000 miles only, one owner, immaculate condition; £575.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3451-2. [C3011]

525s.—Ford Consul, September 1951 saloon, pastel green, fawn leather, radio, heater, one owner, moderate mileage; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

PRIDE & CLARKE, Ltd.—1952 Ford Consul saloon, blue/blue leather, 17,000 miles, radio, heater, one owner; £619; 1951, green/beige, low mileage, heater, radio, one owner; £529; 3 months' guarantee; terms, exchanges, list.—Stockwell Rd., S.W.3. Brixton 6251. [C3068]

Ford Consul Cars Wanted

R. ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford Consul.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

FORD ZEPHYR

W. HAROLD PERRY, Ltd., of 279, Ballards Lane, N. Finchley, N.12. Tel. Hillside 4444, offer:—

1953 Ford Zephyr saloon, colour blue with leather upholstery, heater, link mats, mileage 8,600, one owner; £655. [C3042]

W. HAROLD PERRY, Ltd., 279, Ballards Lane, N. Finchley, N.12. Tel. Hillside 4444. [C3042]

ALWAYS

FORD Zephyrs, A selection with a written guarantee and free after sales service at
NAYLOR & ROOT, Ltd., 25, East Hill, Clapham Junction, S.W.11. Bati. 2232. [C3022]

CAR MART, Ltd.

1953 Ford Zephyr saloon, radio, heater; £725.—Car Mart, Ltd., 37, Davies St., W.1. Mayfair 5011. [C1039]

GLANFIELD LAWRENCE offer:—

1952 (October) Ford Zephyr saloon, one owner, 13,000 miles, leather, in magnificent and unmarked condition throughout; £599.—407, High Rd., N.12. Finchley 0091. [C2053]

BRADSTOCK MOTORS, Ltd., offer:—

£665—1953 Ford Zephyr saloon, Dorchester grey, leather, radio and heater, one titled owner, 7,000 miles, low—below.

1953 Ford Zephyr saloon, black, red leather, heater, one owner, low mileage, immaculate condition; £625; 3 months' guarantee.—Chase Rd., Epsom. Tel. 635. [C1065]

AUTO SALES (LONDON), Ltd., offer:—

1953 Ford Zephyr, Dorchester grey, red leather, heater, one owner, 14,000 miles only; £625.—Auto Sales (London), Ltd., Beisale Rd., N.W.6. Maida Vale 5555. [4221]

ALLAN TAYLOR MOTORS, Ltd., offer:—

1953 Ford Zephyr, radio, heater, 2,700 miles; £750. [6192]

HIGH ST. Wandsworth, S.W.18. Tel. Vandyke 4433 (5 lines).

COOMBS & SON (GUILDFORD), Ltd., offer:—

1953 Ford Zephyr, black, beige leather, heater, 8,000 miles, one owner; £660. [C1057]

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford, Guildford 6297-8-9. [C1057]

DAGENHAM MOTORS, Ltd., Ford Main Dealers.

1953 Ford Zephyr, black/red, radio, heater, 8,500; £695. [C1066]

1952 Ford Zephyr, black/brown, radio, heater, 25,000; £375. [C1066]

56 Park Lane, W.1, Hyde Park 4666; 374, Ealing Rd. Alperton, Middx., Perivale 3388; and 6, 8 and 12, Sangley Rd., Catford, S.E.6. Hither Green 4821. [C1066]

W. J. BROWN, Ltd., established over 30 years. Used Ford Specialists.

1953 Ford Zephyr, blue, leather and heater, 6,000 miles, one owner; £695. [C1025]

339 Finchley Rd., N.W.3. Hampstead 4414. [C1025]

1953 Ford Zephyr, radio and heater, immaculate car; £695.—Bell's Service Garage, 144, London Rd., Kingston-on-Thames. Tel. 1185. [C1016]

1953 (January) Zephyr, black, red leather, radiator blind, Radiomobile, heater, Trico washer; £625.—Lewis Motors, Gerrards Cross 3777. [6647]

1953 Ford Zephyr saloon de luxe, green with beige leather, fitted heater, one owner from new, 22,000 miles, good tyres, very clean and smart; £635. [C4064]

REG TIMMS (MOTORS), Ltd., 17-18, High St., Tooting, S.W.13. Tel. 771. [C4064]

1953 (July) Zephyr saloon, 3,000 miles only, indistinguishable from new; £675.—Elborne Bros. Ltd., Lady Margaret Rd., Southall. Wuxlow 1891/4008. [6859]

1951 (May) Zephyr saloon, fitted radio, heater, loose covers, disc wheels, excellent condition; best offer above £550, terms arranged.—Gray, Hope End House, Wellington Heath, nr. Ledbury, Tel. Ledbury 3254. [6613]

£525—1951 (July) Ford Zephyr saloon, green, beige leather, fitted radio, heater, loose covers, sports, taxed, one-third deposit.—Gimn, 18, Bennett Rd., Higher Crumpton, Manchester, 8. Tel. Cheetham Hill 1924. [6790]

FORD ZEPHYR

PRIDE & CLARKE, Ltd.—1953 Ford Zephyr saloon, green beige leather, 8,000 miles, heater, one owner; £665; 1952, black/red, 16,000 miles, heater, £629; 3 months' guarantee; terms, exchanges, list.—Stockwell Rd., S.W.3. Brixton 6251. [C3068]

625s.—Ford Zephyr, November 1952 saloon, blue, blue leather, heater, one owner, small mileage, spare unused, exceptional condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

£645!!!—1953 (Feb.) Zephyr, black and red leather, fitted heater and twin Lucas Flamentrowers, one fussy owner, speedometer reading 14,000, complete car in superlative unmarked condition, and represents a saving of over £150; choice another Zephyr, beautiful condition but earlier registration, £375.—Northern Motors of Harrow, 188-194, Pinner Rd., Harrow 4444. [C3025]

Ford Zephyr Cars Wanted

REALLY good Ford Zephyr required.—Stradling, 50, Harley House, London, N.W.1. [W1086]

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford Zephyr.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

FULL value paid for Zephyr or similar; trade or privately.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016]

FORD (V.8)

W. HAROLD PERRY, Ltd., of 279, Ballards Lane, N. Finchley, N.12. Tel. Hillside 4444, offer:—

1949 Ford Pilot saloon, colour black with brown leather upholstery, fitted loose covers link mats, radio, twin spot lamps, one owner, nice car; £400. [C3042]

NEW, unregistered and absolutely unused Invicta coach-bull Pilot 4-door util-van station car, in natural wood, with right-hand drive, send for photograph; £650. [C3042]

W. HAROLD PERRY, Ltd., 279, Ballards Lane, N. Finchley, N.12. Tel. Hillside 4444. [C3042]

CAR MART, Ltd.

1951 Ford Pilot saloon, radio, heater; £435.—Car Mart, Ltd., 352, Streatham High Rd., S.W.19. Streatham 0054. [C1039]

RAYMOND WAY.

RAYMOND WAY, of Kilburn.

RAYMOND WAY, the hire-purchase specialists.

1950 Ford Pilot saloon, in extremely immaculate condition, fitted radio and heater, as new throughout, one careful owner only, a specimen car; 399s.

HIRE purchase terms on the spot with no references, no formalities or guarantees; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C4047]

GATEHOUSE offer:—

1950 Ford Pilot saloon, blue, blue leather, radio, heater, immaculate; £395.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Tel. Mountview 4444. [C2021]

SCOTT CARS offer:—

1951 Ford Pilot, leather, heater, one owner, perfect; £375. [C4016]

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Hampstead 2100/8676. [C4016]

1949 Ford Pilot saloon, radio, heater; bargain, £385; 3 months' guarantee; terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey, Mountview 5228 and 5774. [C4054]

395s.—Ford V.8 Pilot, 1950 saloon, leather, heater, radio, excellent condition, choice of 3 Pilots; terms, exchanges.—Rowland Smith, below.

145s.—Ford V.8, 1959 22hp saloon, leather, good condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

1951 Ford Pilot, radio and heater, under 20,000, exchange for Rover 75 52/53, £4,500 cash waiting.—Waldo Thomas, Llandysul, Cards. [6802]

1950 Pilot, fitted heater, excellent condition throughout; £375; terms, exchanges, 7. George Yard, Grosvenor Sq. W.1. Mayfair 0131. [C3008]

1951 Ford Pilot, radio, heater, absolutely as new, £415; guaranteed.—Kirkdale Cars, Cobbe Corner, Sydenham, S.E.26. Sydenham 6129. [C2068]

CAMDEN MOTORS for Fords.—Choice of 6 Pilot saloons 1948-1951, priced from £345 for a 1948 saloon in woodland green with rich fawn cloth upholstery.

CAMDEN MOTORS for Fords, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays. Write for catalogue. [C1034]

1939 Ford V.8 91A saloon, colour black, leather John Whalley, Ltd., London Rd., Bishop's Stortford, Tel. 181/2. [C4051]

1951 registered 1949 model right-hand drive V.8 custom saloon, 4 doors, most attractive genuine cars; £785.—Harold Webb Motors, Ltd., 765-7, Rofford Rd., Manor Park, E.12. Ilford 5151-2. [6834]

Ford V.8 Cars Wanted

PILOT or V.8 wanted, drop head coupe, any model, any condition.—Shoreditch 6905. [6901]

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford V.8.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

FORD MERCURY
1947 Mercury saloon, radio, heater, right-hand drive; £395.—Woots Motors, Doncaster 43860. (1983)

AMERICAN FORD

ON all matters of sales, spare parts, repairs and service, consult us, the sole concessionaires in the U.K.—Lincoln Cars Ltd., Gt. West Rd., Brentford, Tel. Ealing 4506/9. (10749/R)

Ford Miscellaneous Cars Wanted

R ROWLAND SMITH'S, The Car Buyers, highest cash prices for Ford.—Hampstead (Tube), N.W.3 Ham 6041. (1W4018/R)

P PRIVATELY owned Ford 8 or 10-5, Biae Court, Kingston Hill, Surrey, Tulse Hill 2768. (1W2037/R)

Ford Spares and Service

NORMAND, Ltd., 405-9, King St., W.G. Riv. 3665. (10251)

ALLAN TAYLOR (MOTORS), Ltd.

HIGH St., Wandsworth, S.W.18.

MAIN Ford dealers.

LARGE stock of genuine Ford parts.

VANDYKE 4433 (5 lines). (10514/R)

FRANK G. GATES, Ltd., High Rd., Woodford Green (Tel. Wandstead 2253), main Ford dealers, service and all spares. (10093/R)

We have one of the biggest stocks of Biao parts in the country from model A, V.8, W.D. types and tractor to the current models, Ford reconditioned engines, reconditioned BB engines, etc.—W. J. Reynolds (Motors), Ltd., Main Ford and Fordson Distributors, Ford House, New Rd., Dagenham, Rainham 770 (8 lines). Also 66, High St., East Ham, E.6. Grangewood 1150. (130065/R)

Frazier Nash Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Frazier Nash.—Hampstead (Tube), N.W.3 Ham 6041. (1W4018/R)

FRAZER NASH-B.M.W.

PERFORMANCE CARS.—Good selection always available; written guarantees.—See under "Sports Cars." (1C3041/R)

£325—1939 17hp 2-litre drop head foursome coupe, independent suspension, hydraulic brakes, one shot lubrication, in immaculate condition throughout, fitted new tyres. (1C2006/R)

BRIAN FINGLASS, Bugatti Sales & Service, 2, Pembroke Mews, W.11, Bayswater 3951. After 5, Tulse Hill 4755. (1C2006/R)

175—Fraser Nash-B.M.W. 1936 2-litre type 45 convertible saloon, very good condition; terms, exchanges, list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (1C4018/R)

Fraser Nash-B.M.W. Cars Wanted

BARTLETT pay more for good Fraser Nash-B.M.W.s.—27a, Pembroke Villas, W.11, Bayswater 0623. (1W1013)

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Fraser Nash-B.M.W.—Hampstead (Tube), N.W.3 Ham 6041. (1W4018/R)

HEALEY

B J. HUNTER, Ltd., offer:—

1949 Healey 2½-litre sports saloon, most attractive and fast car; £575.

1947 Healey 2½-litre sports 2-seater, over 100mph, attractive; £475.

B J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2, Tel. Gladstone 6303. (1C2040/R)

ROSE & YOUNG, Ltd., offer:—

1949 Healey Sportmobile 4-seater coupe, fitted H.M.V. radio and heater, exceptional condition, cost £2,900 when new, metallic grey; £675.

1950 Healey Silverstone 2-type 2-seater, excellent order; £525.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (one minute Streatham Hill Station), Tulse Hill 6464. (1C3057/R)

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts. A Welwyn 481-2-3, offer:—

1952 (Oct.) Healey Abbott coupe, finished metallic green, beige leather, beige hood, one owner, mileage 18,000, as new; £1,250. (1C1001/R)

BROOKLANDS: Sole Concessionaires, Healey stock new 4-seater saloon and convertible 5-seater, Healey Tickford saloon, 12,000 miles.

1951 Buy or sell your car with confidence.

103 New Bond St., London, W.1, Mayfair 8351-6. (1C1029/R)

1954 Austin-Healey 100, indistinguishable from new, genuine reason for sale.—Box 3418. (19672)

1954 Austin-Healey 100, indistinguishable from new; £1,025; terms available.—Box 3417. (19667)

1949 Healey Duncan, 25,000 miles; £625.—Clayton's Cars (London), Ltd., 357, Euston Rd., London, N.W.1, Tel. Euston 5228 (5 lines). (1C1050/R)

£595—Healey magnificent sportsmobile saloon, seats 4, specially built modern bodywork costing over £2,500, gift at this price; 3 months' guarantee; hire purchase, exchanges.

LAMBS, of Wood Green, Finchley Showrooms, 421/423, High Rd., Finchley, N.12, Finchley 6221 (East Finchley Underground). (1C2052/R)

HEALEY

BARTLETT.—Healey Elliott saloon, exceptional condition; £695.—27a, Pembroke Villas, W.11. (1C1013/R)

1951 Healey Tickford saloon, elephant grey with red leather, low mileage, very carefully used, indistinguishable from new; £575.—Herbert Robinson, Ltd., Cambridge, Tel. 4461. (16668)

1953 (November) Austin-Healey 100 sports 2-seater, colour ice blue, genuine 800 miles only, one owner, absolutely as new; £395.—Dreadnought Garage, Ltd., Ship St., Brighton 21990. (16749/R)

Healey Cars Wanted

SILVERSTONE wanted for cash.—Tel. Valentine 4674 after 6 p.m. (1W2018/R)

RICHARDS & CARR buy Healeys.—35, Kinnerton St., London, S.W.1, Soane 5424. (1W3045/R)

BARTLETT will pay more for good Healeys.—27a, Pembroke Villas, W.11, Bayswater 0523. (1W1013/R)

PERFORMANCE CARS urgently require Healeys.—Great West Rd., Brentford, Middlesex. Ealing 8941. (1W3041/R)

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Healey.—Hampstead (Tube), N.W.3 Ham 6041. (1W4018/R)

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts, Welwyn 481-2-3, urgently require Healey Elliott and Tickford saloons, also Abbott coupes. (1W1001/R)

HILLMAN 10

ALWAYS
HILLMAN Minx. A selection with a written guarantee and free after sales service at
NAYLOR & ROOT, Ltd., 25, East Hill, Clapham Junction, S.W.11, Batt. 2252. (1C3022/R)

SLOCOMBES, Ltd.

£310—1946, in black with brown interior, heater, very smart car, guaranteed; terms and changes, cars or motor cycles.—Slocumbes, Ltd., 39-52, Dudden Hill Lane, N.W.10, Willesden 4869; nearest Underground, Dollis Hill Station. (1C4017/R)

SCOTT CARS offer:—

1949 Minx, radio, heater, leather, perfect; £435.

SCOTT CARS, 347, Finchley Rd., London, N.W.3, Hampstead 2100/8676. (1C4016/R)

METROPOLITAN MOTORS.

HUMBER, Hillman, Sunbeam-Talbot, Commer.)

PHASE IV Minx, all extras, new tyres; £495.—Metropolitan Motors, Horn Lane, Acton, W.3, Acton 5064. (16662)

B J. HUNTER, Ltd., offer:—

1952 Hillman Minx drop head foursome coupe, £575.

B J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2, Tel. Gladstone 6303. (1C2040/R)

WARWICK WRIGHT, Ltd., offer:—

1953 Hillman Minx Mark VI saloon, blue, 9,000 miles; £625.

1953 Hillman Minx Mark VI convertible coupe, black, 10,000 miles; £675.

1952 Hillman Minx Mark V saloon, black, 24,000 miles; £550.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1, Mayfair 9761. (1C4045/R)

HENDON CENTRAL GARAGE, Ltd., offer:—

1952 (November) Hillman Minx saloon, one owner, fitted radio and heater, mileage 12,500; £565.

ALSO 1952 Hillman Minx saloon, black, red leather, heater and taxed; £575.

ALSO 1950 Hillman Minx saloon, black, red leather, in excellent condition throughout; £465.

ALSO 1950 series Hillman Minx saloon, taxed, in good order throughout; £450.—Watford Way, Hendon Central, N.W.4, Tel. Hendon 8084-5. (1C2054/R)

HENDON CENTRAL GARAGE, Ltd., offer:—

1953 Hillman Minx saloon, taxed year, low mileage, in exceedingly nice condition, £610; also

1952 (November) Hillman Minx saloon, one owner, fitted radio and heater, mileage 12,500; £565; also

1952 Hillman Minx saloon, black, red leather, heater and taxed; £575; also

1950 series Hillman Minx saloon, taxed, in good order throughout; £450.—Watford Way, Hendon Central, N.W.4, Tel. Hendon 8084-5. (1C2054/R)

£615—Hillman Minx saloon, 1953, one owner, black with red upholstery, low mileage.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2, Gladstone 2254. (1C2008/R)

£425—1948 Hillman 10 drop head coupe; this vehicle looks and runs like new.—Below.

£345—1947 Hillman 10 saloon de luxe, one of those beautiful vehicles immaculately maintained; also choice drop head coupe; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12, Finchley 6221. (East Finchley Underground). (1C2052/R)

£515—1951 Phase IV Hillman Minx saloon, grey with red leather, speedometer reading 17,000 miles, in good all-round condition.

DENHAM SERVICE STATION, Ltd., Denham, Bucks, Tel. Denham 2266. (1C1070/R)

1947 Hillman Minx saloon, excellent condition; £510.—Smith & Hunter, 376, Kensington High St., W.14, Western 2312. (1C4019/R)

1953 Hillman Minx coupe, one owner, numerous extras, absolutely as new; £675; 3 months' guarantee; terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey, Mountview 5228 and 5774. (1C4054/R)

HILLMAN 10

PHENIX MOTOR CO. (SURREY), Ltd., for all Roper Group products; specialists in purchase and sale of GUARANTEED used Hillmans.

A SELECTION from our stock:—

1954 (Jan.) Hillman Minx Mk. VII current model saloon, finished in claret with dark beige upholstery, 1,300 miles only and virtually a brand new car; list price.

1953 (May) Hillman Minx Mk. VI Anniversary saloon, black with red upholstery, 10,000 miles only, one owner, in showroom condition throughout; £595.

1952 (June) Hillman Minx Mk. V saloon, claret with beige interior, 14,000 miles only and in immaculate condition; £565.

HIRE purchase facilities and your car wanted in part exchange for any new or used vehicle.

PHENIX MOTOR CO. (SURREY), Ltd., Phoenix House, High St., Sutton, Surrey, Vigilant 1121. (1C3044/R)

1947 Hillman 10 saloon, reconditioned engine, magnificent, guaranteed; £310.—Vaughan, 17, Astwood Mews, S.W.7, Fro. 1519. (1C4039/R)

1951 model Hillman Minx, in first-class condition throughout; £465.—Jack Posner (Autos), 395, Hendon Way, N.W.4, Hendon 1423-4. (1C3063/R)

LATE 1949 Hillman Minx, good condition; £425.—Northways Garage, Swiss Cottage, N.W.3, Primrose 1127. (1C3026/R)

£495—1950 Hillman estate car, grey, immaculate, or £165 deposit.—Bray Motors, 180-184, West End Lane, N.W.6, Hampstead 6490. (1C1024/R)

1953 Hillman Minx Coronation model saloon, 9,000 miles only, delightful condition; £595.—Steel Griffiths, London, E.5, Rodney 2301-6. (16992)

1953 Hillman Minx coupe, green, heater, etc., 12,000 miles, £625.—Tooms, Luton and stable Hospital, Luton. (1C4022/R)

£185—1938 Hillman Minx de luxe saloon, black, brown leather.—21, Aldersbrook Rd., Wan. 4727. (16759)

1952 Hillman Minx saloon, black with brown leather, very well maintained; £550.—Stratstone, Ltd., 40, Berkeley St., W.1, (Mayfair 4404). (1C4022/R)

1952 Hillman Minx drop head coupe, black, heater, extras, one owner, low mileage, exceptional car; £575.—Steel Griffiths, London, E.5, Rodney 2301-6. (16993)

1951 Hillman Minx Mark IV drop head coupe, black with red interior, nice condition; £465.—Dixon's Garage, 134, West Hill, Putney, S.W.1, Putney 0596. (1C1073/R)

1952 Hillman Minx saloon, Phase V, grey, seat covers, fog lamp, taxed year, engine and body like new; £595.—Walker, Lysterfield, Nettleham, Lincoln, Tel. Nettleham 204. (16657)

£250—Minx drop head coupe (1939 July), cellulose, immaculate, mechanically excellent, much above average.—Elm Autoworks, 66, Hatfield Rd., Wimbledon S.W.19, Wimbledon 4245. (1C2067/R)

1947 Hillman 4-door saloon, black, black, brown leather, recon. engine, carefully used, excellent condition throughout, guaranteed; £325.—King's Motors, 1, High St., Hounslow, Tel. 3332. (1C2049/R)

525—Hillman Minx, 1952 series, Phase V saloon, heater, one owner small mileage, exceptional condition; terms, exchanges.—Rowland Smith, below.

295—Hillman Minx 1947 foursome drop head coupe, grey, blue leather, excellent condition, choice of 6 Hillmans; terms, exchanges; list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (1C4018/R)

1950 (Oct.) Minx drop head coupe, blue, low mileage, nice condition throughout; £475; trade and part exchange enquiries invited; P. Morley, Ltd., 54, Streatham Hill S.W.2, Tulse Hill 4488. (1C3016/R)

1950-51 (November, 1950) Minx coupe, 29,000 miles, one owner only, recently serviced by Hillman dealer; £450.—R. S. Read (Sales), Ltd., 42, Queen St., Maidenhead, Tel. Maidenhead 3431-2. (1C3011/R)

PRIDE & CLARKE, Ltd.—1953 Hillman Phase VI saloon, black/red leather, 7,000 miles, heater, covers, one owner; £629; 1951 black/brown, one owner; £479; 1949 beige/red, grey/brown, choice two from £399; 3 months' guarantee; terms, exchanges; list.—Stockwell Rd., S.W.9, Brixton 2251. (1C1068/R)

1939 Hillman 10hp saloon, very clean car, in excellent order; £225 or £75 deposit, balance over 18 months; exchanges, insurance; 50 cars always in stock under cover; write for list.—Tulse Hill Motors, Ltd., 26, Tulse Hill, Brixton, S.W.2, Tel. Tulse Hill 7106 (185 bus from Stockwell Tube Station passes the door). (1C4071/R)

CAMDEN MOTORS for Hillmans.—1952 foursome drop head coupe with most attractive lines, in fine order in every respect and offered with full confidence to the most critical buyer, finished in beige with red leather upholstery, heater, many extras, appearance and mechanical condition positively exceptional; £545.

CAMDEN MOTORS for Hillmans.—1949 Phase IV saloon, grey with blue leather, an unmarked car with excellent performance, fully equipped, expertly maintained and has been used with care and consideration, particularly recommended for the discriminating purchaser; £445.

CAMDEN MOTORS for Hillmans.—1946 10hp Minx saloon, in black with red upholstery, in unbelievable condition for its year; this is a one-owner car used very moderately indeed, and never over-driven; will satisfy any trial and cannot fail to please; £345.

CAMDEN MOTORS for Hillmans.—1940 10hp saloon, with blue upholstery in good condition in every way, has appearance of car of much later year and has been carefully used and maintained; £235.

CAMDEN MOTORS for Hillmans.—Leighon Buzzard, 71, Beds, Tel. 2041. Open till 8 a.m. Mondays to Saturdays. Write for catalogue. (1C1035/R)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

HILLMAN 10

TANKARD & SMITH, Ltd., offer 1948 Hillman Minx Phase II d/h coupe, grey/blue leather, carefully maintained, in excellent condition: £375; 3 months' written guarantee.—194-198, Kings Rd., Chelsea, S.W.5. Faxman 4901-2-3. [C4026]

ROYS offer for £65 deposit, 1939 Minx saloon, loose covers, very clean: £195 cash; terms and exchanges.—Roya Automobiles, Ltd., 127, Parkway, N.W.1 (Near Camden Town Tube Station), Euston 2700 and 8894. [C5059]

1949 (September) de luxe Minx, exceptionally good condition new engine, 4,000 miles, many extras including heater, electric clock, twin wind horns, overriders, Fram, Redex system, oil coil, wing mirrors, radio aerial, springs in leather jackets, set of loose covers, pair of demisters, etc.; delivery new car this month; best offer over £450, no dealers.—Tel. after 7 p.m. Sanderstead 3341. [6743]

Hillman Cars Wanted

ROWLAND SMITH'S, The Car Buyers.—Highest cash prices for Hillman.—Hampstead (Tube), N.W.3, Ham. 6041. [W4018/R]

ROOTES, Ltd., [C5059]

DISTRIBUTORS.

REQUIRE modern low-mileage Hillman cars.

BIRMINGHAM—Lower Temple St. (Central 8411.)

MANCHESTER—129, Deansgate, (Blackfriars 6677.)

MAIDSTONE—(Maidstone 3333.)

CANTERBURY—(Canterbury 3252.)

WROTHAM Heath—(Borough Green 4.)

ROCHESTER—(Chatham 2331.)

ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. [C1018/R]

E.M.A., Ltd., Grove Rd., Southsea, Portsmouth 2168. [C5307]

HILLMAN Minx post-war urgently required.—6, Rodmarton Mews, W.1. [W2066]

H. P. EDWARDS, Ltd., offer immediate cash for good Hillman. Details, please, to 300, Great Portland St., London, W.1. Tel. Langham 0012. [W2005]

BIRMINGHAM and Midlands.—Low mileage Hillman modern cars required by George Heath, Ltd., 180, 184, Newhall St., Birmingham, and Lower Temple St., Birmingham, 2. [C0088/R]

NOTTINGHAMSHIRE distributors Humber Hillman always prepared to purchase first-class condition recent models Hillman saloons and coupes.—R. Cripps & Co., Ltd., Parliament St., Nottingham. Tel. 46381. [C0552/R]

Hillman Spares and Service

NORMAND, Ltd.

FIRST-CLASS mechanics and highly efficient supervision produce the best results.

NORMAND, Ltd., 405-9, King St., W.6. Riv. 3665. [C0230]

LONDON & COUNTIES MOTOR MART, Ltd.

HILLMAN repair specialists (30 years), well-equipped works servicing, rebores and complete overhauls; spare parts stocked.—79-91, New King's Rd., Fulham, S.W.6. Renown 1183. [C0676/R]

BARKING—For full stocks of spares and genuine service for Hillman owners come to Albons Garage, Ltd., 105-7, Longbridge Rd., Barking. Tel. Rippleway 1285. [C0438/R]

HOTCHKISS

PETER BANTOCK CAR SALES, offer:—

1939 Hotchkiss 10hp foursome drop head coupe, an outstandingly advanced design, independent suspension on all 4 wheels, silver and blue, a fast and economical attractive car: £325.—104, High Rd., Chiswick 2725/5970. [C1014]

1939 Hotchkiss Paris Nice sports saloon: £500.—John Gray, 20, Hermitage Lane, N.W.2. Speedwell 1242. [C2026]

Hotchkiss Cars Wanted

PRE-WAR Paris-Nice drop head Hotchkiss, bodywork immaterial.—Hou. 1722 evenings. [C6664]

H.R.G.

L. F. WARD, Ltd.

1949 H.R.G. 1500, very fast car: £425.

L. F. WARD, Ltd., Orange Rd. Garage, Orange Rd., Thornton Heath. Tel. Thornton Heath 3547. London office: Mayfair 0146. [C0403]

H.R.O., 1949, 1500cc, red with red upholstery, excellent condition: £390.—Warburton, 154, Crompton Way, Bolton. [6725]

H.R.G. Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for H.R.G.—Hampstead (Tube), N.W.3, Ham. 6041. [W4018/R]

H.R.G. Spares and Service

CHARLES FOLLETT, Ltd., have a large stock of spares.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6268.

SPARE parts.

SERVICE: Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. [C0594/R]

HUDSON

CAR MART, Ltd.
1947 Hudson 22hp Commodore Six saloon, heater: £875.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [C1039]

£155—(October) 1956-7 Hudson 22 saloon de luxe, magnificent, large 6-seater, highly economical and outstanding condition; choice also 1938 17s and 22s; 3 months' guarantee; hire purchase, exchanges. [C9052]

LAMBS OF WOOD GREEN, Finchley Showrooms. 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C9052]

1939 Hudson 112 16.9 2-3-seater fixed head coupe, with large luggage boot, cellulosed gunmetal with beige upholstery, heater, radio, good tyres, two owners since new; this car is in exceptional condition throughout: £275.

DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266. [C1070]

Hudson Spares and Service

MANCHESTER—Hudson spares and repairs.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874-5. [C0861/R]

MANCHESTER—Distributors of Hudson cars: large stock of spares; repairs and overhauls.—Ardwick 4361-7. [C0517/R]

WILLIAM ARNOLD, Ltd., Upper Brook St., Manchester, 13. [C0517/R]

HUMBER

CAR MART, Ltd.

1952 Humber Super Snipe saloon, heater: £695.

1951 Humber Pullman limousine: £1,175.—Car Mart, Ltd., Welsh Harp, Edgware Rd., N.W.3. Hendon 6500. [C1039]

BOON & PORTER, Ltd.

1952 Series saloon, black, radio, heater, 28,000 miles, exceptional car: £645.—Castellau, S.W.13 (by Hammermith Bridge), Riverside 4444. [C1022]

METROPOLITAN MOTORS.

HUMBER, Hillman, Sunbeam-Talbot, Commer.

DECEMBER, 1950, Humber Hawk, wireless, heater, spotlights, new tyres: £555.—Metropolitan Motors, Horn Lane, Acton, W.5. Acton 5064. [C5661]

TOM GARNER, Ltd., offer:—

1953 Humber Hawk Mark V saloon, gun with red leather, heater, radio, 5,000 miles only: £875.

1952 Humber Super Snipe Mark III saloon, steel grey with red leather, 9,000 miles only: £795.

1951 Humber Pullman Mark III limousine, black with leather and cloth upholstery: £1,175.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2, Blackfriars 2665-7. [C2020]

B. J. HUNTER, Ltd., offer:—

1951 Humber Super Snipe saloon, positively unmarked: £625.

1951 Humber Hawk saloon, fitted radio, heater, etc.: £625.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040]

H. A. SAUNDERS, Ltd., offer:—

1952 Humber Super Snipe touring limousine, black, beige upholstery, heater, recorded mileage 11,880: £795.

836—842, High Rd., N.12. Hillside 3272 (8 lines). [C2027]

CATTERMOLES (GARAGES), Ltd.

CENTRAL London Routes Agents, offer:—

1950 Humber Hawk, green, heater, one owner, immaculate: £530.

1951 (Mark IV) Humber Hawk, blue, one owner, exceptional: £568.

79—89, Penlonville Rd., N.1. Ter. 1001. [C6803]

WARWICK WRIGHT, Ltd., offer:—

1953 Humber Hawk Mark V saloon, heater, gun grey, 5,000 miles: £835.

1953 Humber Super Snipe Mark IV saloon, radio, heater, black, 7,000 miles: £1,125.

1952 Humber Super Snipe Mark III saloon, satin bronze, heater, 6,000 miles, £645; another in steel grey, 20,000 miles, £795.

1952 Humber Hawk Mark IV saloon, heater, satin bronze, 4,000 miles: £745.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C0405]

GUY SALMON AUTOMOBILES, offer:—

1952 Humber Hawk saloon, green/red leather, 8,000 miles, extremely good condition: £695.—Portsmouth Rd., Thames Ditton, Esherbrook 5551-2-3. [C9001]

AUTOMOBILE & AIRCRAFT SERVICES, Ltd.

100% Rootes Group dealers; offer:—

1950 (October) Humber Super Snipe, one owner, radio and heater: £475.

MARLBOROUGH Works, Kenton. Tel. Wordsworth 7805 (5 lines). [C1006]

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1952 Humber Super Snipe, grey and grey leather, radio, heater, etc. 12,000 miles: £700.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [C1057]

CLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Welwyn 481-2-3, offer:—

1949 Humber Super Snipe, black, brown leather, heater, windscreen washers, one owner, condition as new: £455. [C1001]

HUMBER

£475—Hawk, 28,000 miles, chauffeur driven: £49. Valentine 4674 after 6. [C6018]

1947 Humber Super Snipe grey saloon, 65,000 miles: £275.—Tel. Garston 2002. [6677]

1951 Humber Snipe, green and beige leather, very good condition, one owner: £585.

1950 Humber Snipe, grey and grey leather, one owner, very excellent motor car: £495.—Tel. Euston 6071 or 2922, 9 till 6. [6846]

PHENIX MOTOR CO. (SURREY), Ltd., for all Rootes Group products; specialists in purchase and sale of GUARANTEED used Humber.

A SELECTION from our stock:—

1947 Humber Super Snipe saloon, grey, grey leather upholstery, 24,000 miles only, an exceptionally well maintained car in 1952 condition, one owner: £395.

1952 Humber Super Snipe, grey, grey leather upholstery, 28,000 miles, immaculate condition: £635.

HIRE purchase facilities and your car wanted in part exchange for any new used vehicle.

PHENIX MOTOR CO. (SURREY), Ltd., Phoenix House, High St., Sutton, Surrey. Vigilant 121. [C3044]

1951 16hp Hawk, bronze, heater, recellulosed, new tyres: £625.—Campbell Symonds, Wembley 6262. [C1037]

GUY ALFRED & Co., Ltd.—1951 Eumber Pullman limousine, outstanding order.—6-7, Warren St., W.1. Euston 3268. [C1005]

1951 Humber Hawk, black with red leather, one owner, 5,000 miles, excellent order: £600.—Haskins, Ledbrooke 1155. [C3027]

1951 Humber Pullman limousine, reg. Dec., 1950, one owner, one chauffeur-driven, superb condition throughout: £975.

X.1 SERVICE STATION, Kingston Vale, S.W.15. Kin. 8335. [C4060]

1948 Humber Hawk saloon, one owner, clean.—Arlington Motor Co., Ltd., High Rd., Waltham Cross, Herts. Tel. W. X. 2760. [C3291]

1951 model Humber Hawk, bronze red upholstery, immaculate condition, 25,000 miles. [C6004]

£395—1948 Humber Snipe 16hp de luxe saloon, magnificent and specimen condition throughout; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms. 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052]

1950 Humber Super Snipe saloon, black with brown leather, regularly maintained: £550.—Strattons, Ltd., 40, Berkeley St., W.1. (Mayfair 440). [C4022]

CAMDEN MOTORS for Limousines.—The largest selection in the country, over 60 in stock including Humber; see our display hire car advert, page 35 in this issue. [C1025/1]

1952 Humber Super Snipe, metallic grey, loose covers, 20,000 miles, one owner: £665.—R. C. Wimbush, Ltd., 312, Ears Court Rd., S.W.5. Fremantle 8401. [C4056]

1953 Super Snipe, one owner, radio, heater, demisters, Ace Rimblellishers, superb car: £1,045.—Richards & Carr, 35, Kinnerton St., London, S.W.1. Sheane 5424. [C3045]

A Z MOTORS offer 2 Humber bargains.—1952 (Aug.) Super Snipe, 18,000 miles only, one owner, embellished £695!!!; also 1948 Hawk, beautiful condition: £375.—Palmerston Rd., N.W.6. Mai. 4723. [C1011]

1938 Humber Imperial sports saloon with division, black/grey cloth, one owner, low mileage, original and perfect throughout: £295.—H. A. Saunders, Ltd., 326-330, Euston Rd., N.W.1. Euston 4511. [C4040]

545—Humber Hawk 1951 model Mark IV saloon, chrome, sliding hood, red leather, heater, excellent condition; terms, exchanges.—Rowland Smith, below.

425—Humber Super Snipe 1949 saloon, sliding hood, leather, heater, good tyres, excellent condition; terms, exchanges; list: open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]

HUMBER Super Snipe Tickford drop head, leather upholstery, heater and radio, good tyres, an immaculate car: £545.—To be seen at "Eccocoel", Llandaff Rd., Llandaff, Cardiff. Tel. Llandaff 1206. [6727]

1953 Super Snipe Phase IV saloon, one owner, fitted heater and spotlamp, 5,900 miles only, indistinguishable from a new car: £1,065.—E. H. Pickford & Co., Ltd., 250-266, Ecclehall Rd., Sheffield 62444. [6637]

CAMDEN MOTORS for Humber.—1951 Super Snipe saloon, black with brown leather upholstery in superb mechanical condition, built-in heater, radio, screenwashers fitted, one owner, low mileage, admirable car in every way: £625.

CAMDEN MOTORS for Humber.—1949 Super Snipe built-in heater, one change of owner since new, a comfortable, reliable and good-looking car which has been carefully used and maintained: £465.

CAMDEN MOTORS for Humber.—1949 Super Snipe saloon, in good all-round condition, black with brown leather, radio: £445.

CAMDEN MOTORS for Humber.—1950 Hawk saloon, 14hp, black with brown leather upholstery, a smart, fast and comfortable car which has been regularly serviced since new, and kept in peak condition, attractive lines and thoroughly sound mechanically: £550.

CAMDEN MOTORS for Humber.—1959 Snipe 21hp saloon, black with green leather, clean and mechanically sound, serviceable, good-looking car with plenty of room and power, any trial: £155.

CAMDEN MOTORS for Humber. Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays. Write for catalogue. [C1035]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

1951 Humber Hawk saloon, black with brown leather, well maintained; £595.—Stratstone, Ltd., 40, Berkeley St., W.1. (Mayfair 4404.) [C4022/1]

1952 Humber Super Snipe saloon, grey with grey leather, heater, one owner only, 15,000 miles, immaculate condition; £675.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 5451-2. [C3011]

£520—1951 (July) Humber Super Snipe saloon, colour bronze, red leather, fitted heater, screen washers, new shock absorbers, whole car as new; deposit—Sinn, 19, Bennett Rd., Higher Crumpsall, Manchester, 6. Tel. Cheetham Hill 1924. [G789]

ARONIE SIMONS & Co., Ltd.—1939 Humber Pullman limousine, leather front, cloth to rear, large face-forward occasional, one titled owner only, 22,000 miles, the whole car in superlative condition throughout; £325.—54, Ot. Portland St., W.1. Lan. 1543. [C4013]

A&S Limousines, extensive range genuine low mileage selected first class condition carriages—mechanical guarantee certificate, ready service, LMOUSINE, economical, 24hp, partition, forward occasional, leather throughout, genuine mileage 31,000, 1952-condition, privately chauffeur, immaculate condition, low cost.

LMOUSINE, 1947, nutred edge Pullman, partition, forward occasional, black, meticulously maintained, reasonable mileage, private, bargain value.

LMOUSINE, 1951/52, Pullmans also Imperials, forward occasional, leather also cloth, heater, radio, cloth upholstery, radio, heater, carefully maintained, certified mechanically, ready service, £395.

LMOUSINE, 1951/52, Pullmans also Imperials, forward occasional, leather also cloth, heater, radio, cloth upholstery, radio, heater, carefully maintained, certified mechanically, ready service, £395.

LMOUSINE, 1951/52, Pullmans also Imperials, forward occasional, leather also cloth, heater, radio, cloth upholstery, radio, heater, carefully maintained, certified mechanically, ready service, £395.

LMOUSINE, 1951/52, Pullmans also Imperials, forward occasional, leather also cloth, heater, radio, cloth upholstery, radio, heater, carefully maintained, certified mechanically, ready service, £395.

LMOUSINE, 1951/52, Pullmans also Imperials, forward occasional, leather also cloth, heater, radio, cloth upholstery, radio, heater, carefully maintained, certified mechanically, ready service, £395.

LMOUSINE, 1951/52, Pullmans also Imperials, forward occasional, leather also cloth, heater, radio, cloth upholstery, radio, heater, carefully maintained, certified mechanically, ready service, £395.

LMOUSINE, 1951/52, Pullmans also Imperials, forward occasional, leather also cloth, heater, radio, cloth upholstery, radio, heater, carefully maintained, certified mechanically, ready service, £395.

LMOUSINE, 1951/52, Pullmans also Imperials, forward occasional, leather also cloth, heater, radio, cloth upholstery, radio, heater, carefully maintained, certified mechanically, ready service, £395.

LMOUSINE, 1951/52, Pullmans also Imperials, forward occasional, leather also cloth, heater, radio, cloth upholstery, radio, heater, carefully maintained, certified mechanically, ready service, £395.

LMOUSINE, 1951/52, Pullmans also Imperials, forward occasional, leather also cloth, heater, radio, cloth upholstery, radio, heater, carefully maintained, certified mechanically, ready service, £395.

LMOUSINE, 1951/52, Pullmans also Imperials, forward occasional, leather also cloth, heater, radio, cloth upholstery, radio, heater, carefully maintained, certified mechanically, ready service, £395.

LMOUSINE, 1951/52, Pullmans also Imperials, forward occasional, leather also cloth, heater, radio, cloth upholstery, radio, heater, carefully maintained, certified mechanically, ready service, £395.

LMOUSINE, 1951/52, Pullmans also Imperials, forward occasional, leather also cloth, heater, radio, cloth upholstery, radio, heater, carefully maintained, certified mechanically, ready service, £395.

LMOUSINE, 1951/52, Pullmans also Imperials, forward occasional, leather also cloth, heater, radio, cloth upholstery, radio, heater, carefully maintained, certified mechanically, ready service, £395.

LMOUSINE, 1951/52, Pullmans also Imperials, forward occasional, leather also cloth, heater, radio, cloth upholstery, radio, heater, carefully maintained, certified mechanically, ready service, £395.

LMOUSINE, 1951/52, Pullmans also Imperials, forward occasional, leather also cloth, heater, radio, cloth upholstery, radio, heater, carefully maintained, certified mechanically, ready service, £395.

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HENLYS Ltd.
ENGLAND'S Largest Jaguar Distributors.
SELECTION of all models at attractive prices.

DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2297.)
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BRISTOL (Bristol 21386).
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REAT West Rd. (Kaling 3477). Official Jaguar Service Station.
CAMDEN TOWN SERVICE STATION (Gulliver 4141).
HENLYS Ltd., England's Leading Motor Agents. [0087/R]

SLOCUMBS, Ltd.
£1525—Convertible XK120 in the new pastel green, radio and heater, nylon covers, 21,700 3 months' exp; terms and exchanges with pleasure.—Slocumbs, Ltd., 39-52, Dudden Hill Lane, Neasden, N.W.10. Willesden 4669; nearest underground Dollis Hill Station. [C4017]

SCOTT CARS offer:—
1953 Jaguar Mark VII, 5,000 miles only, radio, heater, indistinguishable from new, unrepeatable; £1,325.

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Hampstead 2100/8676. [C4016]

RUSSELL MOTORS offer:—
1949 Mark V Jaguar 3½-litre, radio, heater, 31,000 miles, black and red leather; £585.

NY trial or examination.
RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Sloane 5265. [C3060]

B. J. HUNTER, Ltd., offer:—
1951 Jaguar XK120 2-seater, £270 modifications, unmarked; £295.

B. J. HUNTER, Ltd., 22, Crickwood Broadway, N.W.2. Tel. Gladstone 6305. [C2040]

ROSE & YOUNG, Ltd., offer:—
1953 XK120 fixed head coupe, full racing modifications, including chrome wire wheels, cost nearly £2,000, as new.

1951 (September) Jaguar Mark VII saloon, low mileage, undereased, beautiful condition, black; £695.

1951 model XK120, fitted all modifications, immaculate condition, black; £845.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [C3097]

BRADSTOCK MOTORS, Ltd.
£795—1951 model XK120, black, one owner, all mod., never raced, 21,000 miles; terms and exchanges.—Chase Rd., Epsom 633. [C1090]

PHILIP RICKARDS, Ltd., offer:—
1953 Jaguar Mark VII saloon, birch grey, radio, 5,000 miles; part exchanges, deferred terms.

4, Brick St., Park Lane, London, W.1. Grosvenor 4772-3. [C3051]

HAROLD SIMONS Ltd., offer:—
1950 Jaguar Mark V saloon, grey, brown hide, sun roof, a superb car throughout; £745.—Below.

1947 Jaguar 1½ saloon, black, fawn leather, sun roof, good appearance and mechanical condition, £465; each 3 months' written guarantee; service after sale; exchanges, deferred; trade enquiries welcomed.—Harold Simons, Ltd., 397-401, High Rd., East Finchley, N.2 (at North Circular Cross Rd., 3 minutes Trolley East Finchley Tube). Finchley 0052-53. [C4065]

GLANFIELD LAWRENCE offer:—
1949 Jaguar Mark V saloon, duo-tone grey, one owner, 20,000 miles, heater, radio, in exceptional condition throughout; £635.—407, High Rd., N.12, Finchley 0081. [C2053]

WARWICK WRIGHT, Ltd., offer:—
1953 Jaguar Mark VII saloon, black, heater, 2,000 miles; £1,450.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045]

RICHARDS & CARR always best value
1951 XK120, one owner, 9,000 miles unmodified, indistinguishable from new; £945.

1951 XK120, high axle ratio, stiffer suspension, heater, Ace Rimblebushes; £845.

35, Kinnerton St., London, S.W.1. Sloane 5424. [C3045]

BROOKLANDS: Individuality, new and used cars.
1952 Jaguar XK120 open 2-seater, special works modifications, cost £2,200, price £1,375.

BUY or sell your car with confidence.
103, New Bond St., London, W.1. Mayfair 8551-6. [C1029]

1947 3½-litre Jaguar, very good chassis; £375.—Tel. Euston 6071 or 2922, 9 till 6. [G850]

JAGUAR
GUY SALMON AUTOMOBILES offer:—

1953 (July) Jaguar XK120 sports 2-seater, twin exhaust pipes, H.M.V. radio, grey/red leather, total mileage 1,500, positively indistinguishable from new; £1,350.

1951 Jaguar Mark V coupe, metallic grey/blue leather, 22,000 miles, superb condition; £895.

1951 Jaguar Mark V saloon, black/beige leather, 16,000 miles; this car can only be described as faultless throughout and for smoothness and silence of running can have few equals short of a brand new car; £925.

1950 (June) Jaguar 3½-litre Mark V saloon, black/pickin leather upholstery, owned by one family since new, 31,000 miles only, engine rebuilt regardless of cost at 24,000 miles through minor fault, entire car in most exceptional condition; £935.—Portsmouth Rd., Thames Ditton, Esherbrook 5551-2-3. [C4001]

COOMBS & SONS (GUILDFORD), Ltd., offer:—
1950 Jaguar XK120, black with beige leather, total mileage 27,000, in exceptionally good condition throughout; £775.

1950 Jaguar XK120, black with beige leather, mileage 21,000, in excellent condition; £775.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford, Guildford 62907-8-9. [C1057]

1953 Jaguar Mark VII saloon, 8,900 miles.—Weybridge 600. [C4023]

1946 3½-litre Jaguar saloon, excellent condition throughout; £335.

X.L. SERVICE STATION, Kingston Vale, S.W.15. Kin. 8333. [C4060]

1947 2½-litre sal., black/brown, one owner, radio, heater; outstanding condition; £425.

TERMS, exchanges.—Cyril Sheppard of Reading, Sonning 2345. [G467]

1947 2½-litre Jaguar saloon, low mileage, special equipment, green immaculate; £395.

X.L. SERVICE STATION, Kingston Vale, S.W.15. Kin. 83 3. [C4060]

1954 Jaguar XK120 fixed head coupe, 230 miles only; £1,325.

1951 Jaguar XK120 2-seater, ivory, magnificent condition; £895.

1948 Jaguar 3½-litre coupe, radio, above average; £585.

1947 (48 mdl.) Jaguar 1½-litre saloon, black; £495.

GORDON CARS (LONDON), Ltd., 373, Euston Rd., London, N.W.1. Eus. 6611. [C3023]

CHARLES FOLLETT, Ltd., 18, Berkeley St., W.1. Mayfair 6266, offer:—
1950 Jaguar MK V saloon, suede green, green leather, radio and heater, bodywork unmarked, serviced written 3 months' guarantee; £745.

SERVICE Works and Stores, Barnside Yard, 68, Egin Ave., W.9, Cunningham 5956. [C2010]

1954 Jaguar Mark VII saloon, 500 miles, taxed year; £1,495.—See below.

1949 Jaguar 2½-litre saloon, black, radio, heater, loose covers, 24,000 miles, exceptional condition 3 months' guarantee; £635.—See below.

1946 Jaguar 3½-litre saloon, grey, maroon interior, radio, heater, very clean, any inspection invited, 3 months' guarantee; £745.

Car, 101, 88, North Side, Wandsworth Common, S.W.18. Vandayke 1166. [C4034]

BARLETT—Jaguar XK120C, 4,000 miles only; £2,350.

JAGUAR 1953 XK120 drop head, 3,000 miles; £200 extra; £1,475.

JAGUAR 1952 XK120 2-seater, £150 extras; £1,150.—27a, Penbridge Villas, W.11. [C1013]

1947 3½-litre Jaguar, excellent condition throughout; £525.—Smith's Car Sales, High Rd., Balham 7628. [G857]

£395—Jaguar 1½-litre 1946 4-dr. saloon, engine just reconditioned, faultless body and interior, many other extras.

BENMOTORS, 1, Clarendon Rd., Holland Park, London W.11, Park 5966-7. (50 yrs. Holland Park Tube.) Exchanges, h.p. [C1017]

1953 Jaguar Mark VII saloon, birch grey, ed interior, equipped with radio, first registered August; £1,425.

BOTTOMGATE MOTORS, Ltd., Bolton Rd., Darwen 774. [G785]

JAGUAR MK. VII 1953 6000M/S. as new, accept new Hillman in Part.—Marshall, 41, Oxford St. Ripley, Derby. Tel. 55. [G710]

£1045—1951 (August) Jaguar Mark VII saloon, grey, grey leather upholstery, recorded mileage 17,000, fitted heater and radio.

DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266. [C1070]

375 exp.—Jaguar, September 1947 3½-litre saloon, sliding head, leather, heater, excellent condition; terms, exchanges.—Rowland Smith, below.

325 exp.—Jaguar, late 1939 1½-litre fourseater drop head coupe silver grey, red leather, excellent condition; terms, exchanges.—Rowland Smith, below.

145 exp.—Jaguar, 1936 2½-litre saloon, sliding head, leather, very good condition; terms, exchanges; last, open 2-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]

21 B.S. Jaguar 1936 black saloon, immaculate appearance.—J. J. Waldron, Muckworth Hotel, Muckworth, Derby. Tel. Kirk Langley 524. [G753]

1951 XK120, all modifications, in excellent condition throughout; £675.—Lous & Co., 58, Lancaster News, London, W.2. Paddington 9196. [G209]

1948 2½-litre drop head, special equipment, reconditioned engine, 200 miles since; £425; terms, exchange.—Rudds, Opposite Central Station, Wokingham 1686.

1950 Jaguar MK. V, one owner, beige, grey leather, radio, heater, faultless; terms, exchanges; £890.—Ross Motors, Ltd., Regent St., Hinkley Leics. Tel. 558. [G793]

THE Number Spares and Service
5637 See advt. under Parts & Accessories. [G398/R]

INVICTA
1947 3-litre Black Prince saloon, manual gear box, an exceptional example of this revolutionary car; cost new over £3,000; offered at £495; generous part exchange.—Searle, 90, Brighton Rd., Bantstead, Surrey Tel. Buzh Heath 1330 or Molesey 915. [C4069]

JAGUAR
1946 Jaguar 1½-litre saloon, special equipment model; £635.

DICKES CAR SALES, Ltd., 383-401, High Rd., Kilburn, Maida Vale 6888-9. [C1072]

BENTALLS, Ltd.
1952 Jaguar Mark VII saloon, black with brown leather upholstery, radio and heater; £1,085.

KINGSTON-ON-THAMES, Tel. Kingston 1001. [G648]

L. F. WARD, Ltd.
1949 Mark V Jaguar, 27,000 miles, extremely clean car; £595.

F. W. F. WARD, Ltd., Orange Road Garage, Orange Rd., L. Thornton Heath, Tel. Thornton Heath 3347, London office: Mayfair 0146. [C4043]

BEARTS OF KINGSTON, Jaguar specialists, sales, spares repairs.—109, London Rd., Kingston, Tel. Kin. 3548. [G061/R]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

1947 3½-litre Jaguar saloon, excellent condition; £450; also 1939 model 3½-litre drop head coupe, fine order; £235.—Autowork, Ltd., Winchester. Tel. 4834. [C1010]

1948 3½-litre de luxe saloon, colour black, fitted Ace discs, radiator, overhauled; £385.—Harold Webb Motors, Ltd., 765-7, Romford Rd., Manor Park, E.12. Hford 3151-2. [6835]

1948 Jaguar 3½-litre drop head four-seater coupe, two owners from new, 44,000 genuine miles, good set of tyres, has been enthusiastically owned and maintained from new; £595. [C1010]

REG TIMMS (MOTORS), Ltd., 17-18, High St., Totton, Beds. Tel. 31. [C4064]

1953 Mark VII Jaguar, grey and red, fitted latest H.M.V. radio, taxed to end of the year, under 8,000 miles, spare unused, superb car; £1,285.—Tel. Euston 6071 or 2922, 8 till 6. [6835]

1953 (model) Jaguar Mark VII saloon, black, brown hide, one owner, absolutely new, fully guaranteed; £1,225.—Silverthorne Motors, Ltd., 11, Fitzroy Square, W.1. Euston 7811. [C4011]

1947 3½-litre special Jaguar saloon, also 1948 1½-litre and two 1939 1½-litre saloons: see our new car section advert.—Travay Motors, 135, High St. South, East Ham, Ormeauwood 2530. [C4052]

1951 model (reg. 14/12/50) Jaguar Mark V 3½-litre saloon, grey, red upholstery, heater, new battery and tyres, immaculate condition; £750.—87, Weybourne Rd., Farnham, Tel. Aldershot 598. [6897]

1946 (Nov.) 3½-litre Jaguar saloon, gunmetal, red leather, mechanically perfect, coachwork exceptionally good condition, new engine; £375.—Beardmore, 26, Queensway, W.2. Bayswater 0136. [C1015]

CAMDEN MOTORS for Jaguars.—Mark VII saloon, May 1953, condition virtually as new in every respect, 6,000 miles but looks more like 600, faultless; £1,465.

CAMDEN MOTORS for Jaguars.—Mark V special drop head coupe 1950, scarce right-hand drive model and one of the few English drop heads which can compare in performance with the expensive American convertibles costing well over £1,000, beautiful four-seater body with special leather hood, all extra, radio and heater, wing mirrors, Tyson seat covers, superb order; £745.

CAMDEN MOTORS for Jaguars.—Mark V saloon 1950 model, fully equipped with built-in radio, heater, wing mirrors, screenwash, etc., a genuine one-owner car which has been very carefully and sparingly used since new, really beautiful appearance and one of the best Marks Vs we have handled; £595.

CAMDEN MOTORS for Jaguars.—3½-litre saloons, choice of 8 post-war models, 1947 onwards from £395, all carefully chosen cars guaranteed in writing.

CAMDEN MOTORS for Jaguars.—2½-litre sports saloon 1947, recoloured in silver-grey, very handsome car with radio, heater, wing mirrors, etc., £395.

CAMDEN MOTORS for Jaguars.—2½-litre drop head four-seater coupe 1940, one of the few special equipment models made before 1946, one owner past 8 years, rebored March 1953; £445.

CAMDEN MOTORS for Jaguars.—1½-litre sports saloon 1948, one of the last of this series produced, a very carefully used car in original condition throughout, smart green finish, very good engine and almost new tyres; £495.

CAMDEN MOTORS for Jaguars.—1½-litre sports saloon 1946, March delivery, two previous owners, recent full overhaul by Jaguar Agents, £395; also two 1947 models, one special equipment saloon, one standard series with disc and radio, from £425.

CAMDEN MOTORS for Jaguars.—1½-litre 14hp drop head four-seater coupe 1940, a very nice car with identical features to the 16hp series, metallic bronze finish, with smart red hood to match upholstery, goes extremely well; £350.

CAMDEN MOTORS for Jaguars.—1½-litre 14hp sports saloon 1939 model, in grey with red leather, smart modern-looking car with usual snappy Jaguar performance; £285; also one in black, just undergoing expensive recoloring, body in excellent condition.

CAMDEN MOTORS the Used Jaguar Specialists, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays. Write for catalogue. [C1035]

1951 XK120, white with red hide interior, in excellent condition throughout, one of the best examples of this car offered; £795.—S. & Currie & Co., Ltd., 105, Westbourne Grove, W.2. Bayswater 0065. [C1065]

JAGUAR (February, 1952) Mark VII saloon, grey, under 15,000 miles, immaculate condition, fitted radio, heater, loose covers, windscreen washers, wing mirrors, fitted with rubber floor mats; price, £1,175.

G & R GARAGE, Ltd., 33, Victoria Rd., Surbiton, E.14. [C4035]

1953 Mark VII saloon, pastel blue with blue leather, Ace Rimbellishers, one owner, very low mileage, absolutely indistinguishable from new, taxed; £1,395.—K. J. Motors, Ltd., Bromley, Ravensbourne 3456. [6861]

XK120, 1951 (March) Jaguar, fitted manufacturer's modifications costing £250, radio, recoloured silver, red leather, total mileage approximately 20,000; price £875.—A.F.N., Ltd., London Rd., Isleworth, Middlesex, Hounslow 0011. [C3015]

MARK V, exceptional condition, black/brown leather, 1949 but better than most '51s, in appearance like new car, specially tuned for low petrol consumption, but terrific performer; first £675 secures; no offers.—Paddington 2903. [C1042/1]

1939 1½-litre Jaguar, black with red and grey interior, superb condition, over £220 just spent on complete mechanical overhaul, cellulose and chrome and special interior renewal; £375.—W. E. Advertiser, 70, Kenilworth Ave., Walthamstow, E.17. [6730]

FREE in the interests of road safety: all our customers may return any car purchased from us within the last 12 months for a free Leaky test (see page 10 last issue); our stock of good used Jaguars may be inspected any time; we never close.—Chepstow Carages, Ltd., Ledbury Rd., W.11. Bayswater 2949, night 6020. [C1042]

£495!!!—Dear but worth!!! 1946 Jaguar 3½ de luxe saloon, but in really spotless condition throughout, speedometer reads 16,000, but whole vehicle so immaculate it appears as though it has only done 5,000 miles, fully equipped and performs as well as latest type Mark VII.—Below.

£495!!!—1949 Jaguar 1½ saloon, specimen small mileage motor car, only two owners and carefully used.—Below.

£275!!!—1939 Jaguar 1½ drop head coupe, green with green leather, excellent performance.—Below.

£275!!!—1939 3½ Jaguar de luxe saloon, looks and runs as well as 1948 model, choice 2: three months' guarantee; hire purchase, exchanges. **LAMBS OF WOOD GREEN, Finchley Showrooms**, 421/423 High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground). [C2053]

JACK ROSE, Ltd., offer: 1953 (August) XK120, hard top, in black and red hide, many modifications, including wire wheels, etc., 9,000 miles, absolutely as brand new, cost approximately £1,800; £1,475; also 1950 Mark V Jaguar saloon, in black, brown hide, any examination; £695.—Stafford Rd., Wallington, Surrey, Wallington 6677. Also High St., Banstead, Tel. Burgh Heath 36. [C3086]

£235—Jaguar 1½-litre sports saloon, original black with brown leather, one owner, original tool kit with manual, special German head lamps, twin Marchal fog and spot lights, addition Windtoms and standard horns, chromium weather shields, battery indicator, speedometer, special demisters, radio, trans. new tyres, telecontrols: would consider exchange for M.G. or Riley Imp.—Lawrence, Shepherds Bush 5567. [6832]

Jaguar Cars Wanted

R. ROWLAND SMITH'S, The Car Buyers—Highest cash prices for Jaguar.—Hamstead (Tube), N.W.3. Ham. 6041. [W4018/R]

COOMBS & SONS (GUILDFORD), Ltd.

URGENTLY wanted good condition post-war Jaguar cars: offers appreciated.—Portsmouth Rd., Guildford, Tel. 62907. [C234/R]

SAUL & SLATTER, Ltd., 44-46, Aldermans Hill, N.13.

MAIN dealers, urgently require modern Jaguar cars.—Tel. Palmers Green 3631-2-3. [W4002/R]

XK120 wanted in good condition for cash.—Valentine 4674 after 6 p.m. [W2018]

48/49 one owner Jaguar 14, good condition, L/M: private cash buyer.—Pal. 2928. [6736]

BARTLETT will pay more for good XK120s.—27a, Pembroke Villas, W.11, Bayswater 0523. [W1013]

MARSTON MOTOR CO., Ltd., for your Jaguar.—Tel. Sta. 9000. Seven Sisters Rd., Tottenham, N.15. [C1020/R]

RICHARDS & CARR buy XK120, Mark V and Mark VII.—35, Kinnerton St., London, S.W.1. Sloane 5424. [W3045]

PERFORMANCE CARS urgently require Jaguars.—Great West Rd., Brentford, Middlesex. Ealing 8841. [W3041]

LONDON CARS urgently require 1946-48, 1½-litre saloons.—592-6, Greenford Rd., Greenford, Middles. Wavley 5643. [W2057]

H. P. EDWARDS, Ltd., offer immediate cash for good Jaguar.—Details please, to 200, Great Portland St., London, W.1. Tel. Langham 0012. [W2005]

R. P. POWELL MOTORS, Ltd., East London area dealers.—Good used Jaguar cars required.—321, Romford Rd., Forest Gate, E.7. Maryland 4816. [C1043/R]

XK120 wanted in exchange 1951 Ford Custom, right-hand drive, leather upholstery, Hydramatic drive, 4-door, radio, heater; cash adjustment.—S. West, Denmark St., Ilford, E.15. [6816]

Jaguar Spares and Service

H. HENLY'S, Ltd.

ENGLAND'S Largest Jaguar Service Station.

GREAT West Rd., Brentford. (Ealing 3477.)

SPARES and replacement engines for all models from 1936.

AND at Manchester, Cheetham Hill Rd., Deansgate 8216-7.

QUID completion of repairs. [0563/R]

SAUL & SLATTER, Ltd., 44-46, Aldermans Hill, N.13.

FULL stock of spares, Jaguar repairs and maintenance.—Service Station, Green Lanes, N.13, Palmers Green 3631-2-3. [84002/R]

PERLESS MOTORS, Ltd., main dealers for Buckinghamshire.—Jaguar spares; replacement units and repairs facilities.—Bath Rd., Slough, Tel. 22394. [C1030/R]

R. P. POWELL MOTORS, Ltd., East London area dealers.—Full repair and spares service available.—321, Romford Rd., Forest Gate, E.7. Maryland 4816. [C1043/R]

LEONARD WILLIAMS & Co. (1940), Ltd., offer Jaguar service by factory trained personnel at Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 3400. [0528/R]

LANCASHIRE specialised sales, repair and spare parts service, large stock available.—Parkers, Ltd., Bradshawgate, Bolton, Tel. 4080; Deansgate, Manchester. Tel. Deansgate 4507. [0391/R]

WEMBLEY COURT MOTORS SERVICE STATION—Comprehensive range of all Jaguar spares in stock; specialised service and maintenance for Jaguar cars.—Wembley Court Motors Service Station, Forty Avenue, Wembley. Arnold 1154-5. [0719/R]

JEEP

JEeps, private or commercial, all spares, return post.—Wick Autos, Hampton Wick, Kin. 4718. [0630/R]

JEeps—Britain's leading Jeep specialists, all spares in stock, prompt despatch, rebuilt Jeeps detachable bodies, paint, 24-hour service.

MOTORCRAFT GARAGES, Station Approach, Gunnersbury, W.4. Chiswick 3013/0621. [0641/R]

£120 buys a special bargain.—See Metamet famous for 12 conversions.—068, Belsize Lane, N.W.3. Hampstead 6231. [0537/R]

JEeps!!!—Several first-class Willys and Ford Jeeps for sale, also comprehensive stock of spares.—Autowork, Ltd., Winchester. Tel. Winchester 4834. [C1010]

REBUILT Jeeps (full guarantee equivalent to a maker's), own vehicle taken part exchange, H.P. terms available.—Mansell & Fisher (see Jeep Spares below). [C3086]

JEep, right-hand drive, truly remarkable condition, well finished, full all-weather equipment together with battery; £185.—Clarkes of Pirbright, Pirbright, Surrey, Brookwood 2201-2. [C1049]

UNIVERSAL CAR DISTRIBUTORS (LONDON), Ltd.—Jeep spare parts, home and export; 1954 illustrated assembly guide and parts catalogue, price 1/-; largest stocks, lowest prices; exchange plan engine, seat box, clutch etc.; noted for all American spares.—531-533 High Rd., Chiswick, London, W.4. [0353/R]

Jeeps Wanted

ROWLAND SMITH'S, The Car Buyers—Highest cash price for Jeep.—Hamstead (Tube), N.W.3. Ham. 6041. [W4018/R]

Jeep Spares and Service

JEep Service Station overhauls, repairs, all Jeep spares available, exchange plan all units.—Mansell & Fisher, 20, Cadogan Lane, London, S.W.1. Sloane 5765, 4752, 4758. [C3086]

JENSEN

BROOKLANDS: Individuality, new and used cars.

NEW Jensen Interceptor for early delivery. Particulars available on "541."

BUY or sell your car with confidence.

103 New Bond St., London, W.1. Mayfair 8351-6. [C1029]

JOWETT

W. WELBECK MOTORS, Ltd., for Jowett.

WELBECK sell far more Jowetts than anyone else.

WELBECK have far the largest selection in the country.

WELBECK maintain a standard of perfection in used cars never before achieved.

WM—1951 (first registered October, 1950) Bradford utility with extra-luxurious special-order interior, brand new engine and battery, quite the best available at £295.

WM—1953 Javelin de luxe, in gold with red leather, 10,000 miles, twin spotlamps, identical to new; £750.

WM—1952 Javelin de luxe, in maroon with beige leather, 8,000 miles, identical to new; £635.

WM—1952 Jupiter, red, radio, heater, Jowett recoloured engine just fitted, twin spotlamps; £655.

WM—1953 Jupiter Mark II, Ivory, red leather, radio, heater, 10,000 miles; £765 (available Feb. 15).

WM—Many others from which to make your choice.

WM—Welbeck Motors alone can offer immediate delivery of the new wonderful new Jupiter Mark II.

WELBECK MOTORS, Ltd., 107, Crawford St., London, W.1 (near Baker St. Station). Welbeck 1139 (4 lines). [C4049]

DICKS.

1952 Jowett Javelin saloon de luxe, really as new; £595.

DICKS CAR SALES, Ltd., 585-601, High Rd., Kibbourn, Maida Vale 6888-9. [C1072]

CLARKES OF PIRBRIGHT.

The Jowett centre of the south offer:—

1952 Javelin de luxe saloon; £595.

1952 Javelin; £550.

NEW Javelin available from stock.

WE wish to purchase good used Javelin and Jupiter cars.

CLARKES OF PIRBRIGHT, Pirbright, Surrey, Tel. Brookwood 2201. [C1049]

HAROLD SIMONS, Ltd., offer:—

1952 Javelin saloon, 10,000 miles, black, heater, unblemished; £595; three months' guarantee; service after sale; exchanges; deferred; trade enquiries welcomed.—Harold Simons, Ltd., 397-401, High Rd., East Finchley, N.2 (at North Circular Cross Rd., 3 minutes Trolley East Finchley Tube). Finchley 0052-53. [C4065]

H. A. SAUNDERS, Ltd., offer:—

1949 (1950 model) Jowett Javelin de luxe saloon, maroon, beige upholstery, heater, recorded mileage 23,700; £485.

836—642, High Rd., N.12. Hillside 5272 (4 lines). [C2027]

RICHARDS & CARR always best value.

1952 Javelin de luxe, radio, loose covers, one careful owner; £585.

1949 Javelin, recent £160 overhaul, series III engine, very smart; £495.

35, Kinnerton St., London, S.W.1. Sloane 5425. [C3045]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

JOWETT

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1952 Jowett Javelin, black, beige leather, heater, 8,000 miles, (one owner): £650.
COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford, Guildford 62907-8-9. (C1057)GODFREYS, Ltd., Jowett main agents, specialised Jowett service, spares, repairs and new and used sales: factory trained mechanics.
GODFREYS, Ltd., 228, 234, London Rd., Croydon. Cro. 3641-3; 208, Gt. Portland St., W.I. Eus. 4632-4; Bushwood Corner, Leytonstone, E.I.I. Wan. 5101-2. (0463/R)

1952 Jowett Javelin de luxe saloon, met. grey/red leather, heater, radio; £660.—Odeon Motors, Ltd., Barnet 1144. (C3006)

JAVELIN de luxe late 1951, one owner, as new, heater, £525.—J. Misell, 291, Green Lanes, N.13. Palmers Green 5314. (6905)

GUY ALFRED & Co., Ltd.—1949 Jowett Javelin saloon, hardened crankshaft, 1952 condition, 4-7, Warren St., W.I., Euston 3268.

1952 Jowett; £545.—Clayton's Cars (London) Ltd., 337, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). (C1050)

(Dec.) Javelin saloon, 2,000 miles since Series III engine installed, new battery, heater, loose covers, further details etc.—Tel. Bat. 5025. (6712)

1950 Jowett Javelin de luxe, mistletoe green, heater, leather, Austin windshields, Bray engine heater, Ace rimblenders, windscreen washer, 28,000; £495.—Box 3342. (6654)

1949 Jowett Javelin, one owner, new engine done 4,000 miles, paintwork perfect, new tyres, taxed 31st Dec.; terms, exchanges; £435.—Ross Motors, Ltd., Regent St., Hinkley. Tel. 558. (6792)

1953 (May) Jowett Javelin de luxe saloon, grey with red leather, many extras, recorded mileage 5,452, written guarantee; £708.—Sharwood Motors, Ltd., 32, Unbridge Rd., W.5. Ealing 1475. (6855)

1952 Jowett Jupiter, completely unmarked, many extras and modifications including heater, spot and fog lamps, full length tonneau, loose seat covers, new tyres 3,000 miles ago; £575.—Box 3392. (C768)

1952 Jowett Javelin saloon, bronze, unmarked, one owner, heater, loose covers, as new; 3 months' guarantee; £508.—Trinity Cars, Ltd., 4, North Side, Wandsworth Common, S.W.18. Vandrie 1166. (C4034)

1951 Jowett Javelin de luxe saloon, maroon with fawn leather upholstery, fitted radio, a very immaculate and carefully maintained one-owner car, thoroughly recommended, written guarantee; terms, exchanges.—E. P. Edwards, Ltd., 200, Gt. Portland St., W.I. Tel. Langham 0012. (C2003)

CAMDEN MOTORS for Jowetts.—Javelin saloon, 1952 de luxe model, in green with beige leather, consistently serviced by distributors, late property of elderly motorist, this car has at no time been driven at speeds over 45mph, its mechanical condition is truly exceptional; £595.

CAMDEN MOTORS for Jowetts.—Leighton Buzzard, Beds., Tel. 2041. Open till 8 p.m. Mondays to Saturdays. Write for catalogue. (C1035)

Jowett Cars Wanted

WELBECK MOTORS, Ltd., 107, Crawford St., London, W.1. Woback 1139. Largest Jowett stockists in the country, would very much like to buy your Javelin or Jupiter if it is quite perfect and exceptional for its year, at the moment we are desperately in need of a good Mark 1A Jupiter. (W4048/R)

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Jowetts.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

PRIVATELY owned Javelin.—5, Brue Court, Kingston Hill, Surrey. Tel. Hill 2768. (W2037)

JAVELIN and Jupiter wanted.—Richards & Carr, 35, Kinnerton St., London, S.W.1. Sloane 5424. (W3045)

FULL value paid for Jowett or similar; trade or privately.—54, Streatham Hill, S.W.2. Tulse Hill 2676. (W3016)

Jowett Spares and Service

F. FAIRMAN & SONS, Ltd., East Surrey distributors. COMPLETE spares for Javelin and Bradford, always in stock, specialised repairs, tuning and service.—Horley, Surrey. Tel. Horley 17. (0961/R)

KINGSTON-ON-THAMES Jowett distributors; all spares and replacement units available plus specialised service.

G. W. WILKIN, Ltd., 1, Weston Park and 84, Eden St., Ktn. 221-5. (S4055/R)

COLLIVER-FISHER, Ltd., unsurpassed service, spares and replacement units.—Northwood, Middx., Tel. 777 (4 lines). (0009/R)

BUNTINGS MOTOR EXCHANGE offer unrivaled service and spares and repairs for Jowett Javelins, Bradford and pre-war Jowetts.—Bonnersfield Lane, Harrow. Tel. 6225-6. (0075/R)

A.V. MOTORS, Ltd., Park Rd., Teddington, Middlesex. Tel. Kingston 0710.—The Jowett specialists and area agents, over 28 years' Jowett experience, spares and service. (0759/R)

KAISER

GUY ALFRED & Co., Ltd.—1952 (Series) Kaiser H. J. 16hp, low mileage, H.M.V. radio, superbly order.—6-7, Warren St., W.I., Euston 3268. (C1005)

LAGONDA

PERFORMANCE CARS, a good selection, always available; written guarantee.—See under "Sports Cars". (5041/R)

LAGONDA

DAVIES MOTORS, Ltd. (managing director, J. E. Davies, 20 years service manager to Lagonda, Ltd.), 4½-litre drop head coupe, engine and chassis comprehensively reconditioned, good order throughout. 4½-litre LGG, independent front suspension, drop head coupe, fine condition throughout, several extras.

1935 Lagonda 4½-litre LGG, independent front suspension, drop head coupe, fine condition throughout, several extras.

1938 Lagonda 4½-litre LGG, independent front suspension, drop head coupe, fine condition throughout, several extras.

FURTHER particulars of these and other models now in course of preparation available on request; any make taken in part exchange.

We shall be pleased to send a fully qualified engineer to test your car and discuss minor or major overhauls.

DAVIES MOTORS, Ltd., 275, London Rd., Staines, Tel. Staines 4211-2-3-4-5 or (private) Walton-on-Thames 1562. (C1080)

BROOKLANDS: Lagonda distributors; latest 1954 models on show and for demonstration.

1953 series Lagonda Mark 2 saloon.

1952 Lagonda saloon, 13,800 miles, radio. THE above are guaranteed.

BUY or sell your car with confidence.

103, New Bond St., London, W.1. Mayfair 8551-5. (C1029)

1953 Lagonda 2½-litre drop head fourseater, radio, 12,000 miles, virtually as new; £1,395.

GORDON CARS (LONDON), Ltd., 375, Euston Rd., London, N.W.1. Eus. 6611. (C2023)

A CLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Welwyn 481-2-3, offer:—

1949-50 2½-litre Lagonda drop head coupe, finished grey, radio, heater, excellent car throughout; £950. (C1091)

1952 2½-litre Lagonda fourseater coupe, maroon, beige leather and hood, heater, radio, windscreen washers, 9,000 miles; £1,590.—J. Fricker, Ltd., Park 5077. (C2016)

£135!!!—Lagonda 3-litre sports 4-seater, in excellent condition, and no one looking at this vehicle could possibly believe it's 22 years old; 3 months' guarantee; hire purchase, exchanges.

LAMBS Finchley Showrooms, 421-423, High Rd., Finchley 6221. (East Finchley Underground). (C2052)

1938 Lagonda Rapide sports, perfect, a rare and beautiful car in virtually original condition; mechanically and bodily; any trial; offers over £600; Ales 12.70 or similar considered in part exchange.—Box 3395. (6769)

1933 Lagonda 3-litre 4-door pillarless coach-built saloon, in really amazing condition throughout, out, one very careful private owner new who has maintained this car in superb order in every respect; a thoroughly bred vehicle of fine appearance, complete and ready for use; bargain for enthusiasts at £225; trade and part exchange enquiries invited.—G. P. Morley, Ltd., 54, Streatham Hill, S.W.2. Tulse Hill 4488. (C3016)

Lagonda Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Lagondas.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

PRIVATE motorist requires Lagonda Rapide Sanction III sports; particulars and photo.—Box 5310, 6616.—Box 5335. (6636)

LAGONDA drop head coupe, 1948/51; cash purchaser.—Box 5335. (6636)

PERFORMANCE CARS urgently require Lagondas.—Great West Rd., Brentford, Middlesex. Ealing 8941. (W3041)

Lagonda Spares and Service

DAVIES MOTORS, Ltd. (managing director J. E. Davies, 20 years service manager to Lagonda, Ltd.), the Lagonda specialists, offering every possible service facility to all Lagonda owners, including honey-comb liners and the now popular centre gearchange for the 3 model.

273, London Rd., Staines. Tel. 4211 (5 lines). (C1080)

LAGO-TALBOT

A CLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Welwyn 481-2-3, offer:—

1950 LAGO-Talbot 6-litre, finished maroon, beige leather, radio, heater, special body by Saoutchik, Paris, windscreen washers, white wall tyres, Marchal head lamps and spot lamps, fitted suitcases in luggage hold, perspex steering column, twin carburetors, Wilson gear box; this car must be seen to be appreciated; £1,750. (C1001)

LANCHESTER

1939 Lanchester 14 saloon, preselector gear box, careful user; £225.

DICKA CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6888-9. (C1072)

ACRES, offer:—

1937 Lanchester 14 saloon, black, green leather upholstery, original carpets, ex-bank manager's car, perfect condition; £245.

ACHES AUTOS, Ltd., 10 and 11, Ascot Parade, Clapham Park Rd., S.W.4. Tel. Maccusly 2211-2. (C1002)

CAR MART, Ltd.

1952 Lanchester 14hp Leda saloon, heater; £975.—Car Mart, Ltd., 16, Unbridge Rd., Ealing, W.5. Ealing 6600. (C1059)

HAROLD SIMONS, Ltd., offer:—

1947 series Lanchester 10 saloon, leather upholstery, in unblemished condition throughout; £525; three months guarantee; service after sale; exchanges, deferred; trade enquiries welcomed.—Harold Simons, Ltd., 397-401, High Rd., East Finchley, N.2 (at North Circular Cross Rd., 3 minutes Trolley; East Finchley Tube) Finchley 0052-53. (C4065)

LANCHESTER

GUY SALMON AUTOMOBILES offer:—

1953 Lanchester 14 saloon, 3,000 miles only, indistinguishable from new in every respect; £1,025.—Portsmouth Rd., Thames Ditton, Elmbridge 5551-A-3. (C4001)

STRATSTONE, Ltd., Lanchester distributors.

Lanchester 14hp saloon (1953), grey with red leather, low mileage; £1,050.

Lanchester 10hp saloon (1948), black with red leather, excellent condition; £625.

STRATSTONE, 40, Berkeley St., W.1 (Mayfair 3404), Service; 7, Herbrand St., Russell Square, W.C.1 (Temple 7944). (C4022)

1933 Lanchester 10 coupe, good runner; £60.

THE FORGE GARAGE (PETERSHAM), Ltd., 192, Petersham Rd., Petersham, Surrey, Richmond 1954. (C2041)

1937 Lanchester 11 sal., black/blue, good cond., all tyres good; £175.

TICKFORD, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 5338. (C4029)

1953 Lanchester saloon, grey with blue leather, 3,500 miles, as new; £995.—Wellway Garage, Bath, Tel. 2378. (5856)

1937 model Lanchester 14 saloon, good condition throughout, taxed; £125.—110, Battersea Rise, S.W.11. Battersea 0549. (6800)

225 engs.—Lanchester 14 1939 model Roadrider de luxe saloon, sliding head, leather, manual gear change, i.f.s., good condition; terms, exchanges.—Rowland Smith, below.

165 engs.—Lanchester 14 1938 Roadrider de luxe saloon, sliding head, leather, preselector, i.f.s.; terms, exchanges.—Rowland Smith, below.

125 engs.—Lanchester 14 1937 model Roadrider saloon, sliding head, leather, preselector, very good condition; choice of 5 Roadriders; terms, exchanges; list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)

1939 Lanchester 14 fourseater drop head coupe, grey, blue leather, quite good condition, bargain; £225.—Silverthorne Motors, Ltd., 11, Fitzroy Square, W.1. Euston 7811. (C4011)

1934 Lanchester 10 for sale, engine No. 67054, List No. N.22469, radiator and front wing damaged, useful for spares.—Offers to Ralph Clever, at the Garage, Chilmark, Salisbury, Wilt. Tel. Telfont 301, 6602

Lanchester Cars Wanted

KIRKWOOD CARS buy pre-war Lanchesters.—78, Streatham Hill, S.W.2. Tulse Hill 1288. (W2027)

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Lanchester.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

1946-47 or 48 Lanchester 10 saloon wanted, in good condition.—L. A. Simons, 1, Brookdale, Finchley, N.2. (W4065)

LANCHESTER cars wanted in part exchange for new L models; write or phone Ralph Clever, at the established Lanchester Agents, Coventry Motor Mart, Ltd., Coventry 2146. (10445)

Lanchester Spares and Service

ARCO ENGINEERING, Ltd.—Preselcted gear boxes, exchanges and repairs.—169, Fulham Rd., S.W.5. Kensington 7501. (10287/R)

LANCIA

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1938 Lancia Aprilia, one owner since new; £300.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford, Guildford 62907-8-9. (C1057)

LANCIA Aprilia, 1937, metallic grey, 1939 wheels, new tyres, recent £140 overhaul, a good spec.

£350.—The Hindhead Motor Works, Ltd., Hindhead, Surrey. Tel. Hindhead 663. (2061)

1939 (Ang.) Lancia Aprilia in above-average condition; £125 overhaul 1953, new drive shafts, water pump, timing gear, Weber carburetor, leather upholstery, good tyres; taxed; £425, or will exchange with cash for good post-war Citroen 15.—Ross Motors, Ltd., Regent St., Hinkley, Leics. Tel. Hinkley 558. (6365)

Lancia Cars Wanted

APRILIA wanted, must be 100% mechanically and free from rust; write.—Ford End, Denham, Bucks. (6759)

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Lancia.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

LANCIA—John S. Truscott, Ltd., urgently require good examples; highest prices for cash or exchange.—173, Westbourne Grove, W.11. Hay 4274. (W4035)

KEVILL DAVIES & MARCH, Ltd., will buy second-hand Lancia Aprilias.—41-42, Hay's Mews, Berkeley Sq., W.1. Gros. 2563. (W2054/R)

Lancia Spares and Service

LANCIA (ENGLAND), Ltd.—English branch and sole representative of the famous Italian company, all servicing and repair work, reconditioning, etc., carried out by our own staff of specialised mechanics; genuine Lancia factory-made spare parts available and supplied at short notice.—For information regarding general service, reconditioning, technical data, etc., apply Lancia Works, Alorton, Wembley. (Perivale 5656). (10320/R)

LA SALLE

WALTER SCOTT, Ltd.—1939 (model) La Salle, original finish, exceptional throughout; £395.—39, College Crescent, Hampstead, N.W.3. (Surrey Courage Tube) Pri. 5914. (C4006)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

LEA-FRANCIS

DICKS.

1948 Lea-Francis 14hp saloon, opportunity to acquire hand-made car at bargain price of £495.
DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6888-9. [C1072]

CHARLES FOLLETT, Ltd., sole distributors Lea-Francis, London & Home Counties, offer:—
1951 Lea-Francis 14hp streamlined saloon, maroon, beige leather, heater, screenwash, sun roof, one owner, 29,000 miles, guaranteed; £625.
1952 Lea-Francis 18hp streamlined saloon, black, red leather, one owner, mileage under 10,000, unique car chauffeur maintained, perfect condition; £1,095 (cost new £2,300).
SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SERVICE Works & Stores, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 9536. [C2010]

1951 14hp Lea-Francis saloon, sliding roof, heater, cost over £1,300; £575.—Halls (Finchley), Ltd., Odeon Parade, N. Finchley, N.12. (Tally Ho.) Hill 1044. [16572]

CAMDEN MOTORS for Lea-Francis.—1949 14hp streamlined saloon, Mark IV, similar to current production model, duo-tone green/beige with beige leather upholstery, performance and mechanical condition of highest order, a car of distinction and grace which cannot fail to appeal to the discerning motorist; £625.

CAMDEN MOTORS for Lea-Francis.—1947 14hp sports saloon, black with maroon upholstery, a very good car all round, sound, economical and of excellent appearance, recently fitted new tyres; £395.

CAMDEN MOTORS for Lea-Francis.—Leighton Buzzard Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays. Write for catalogue. [C1035]

Lea-Francis Cars Wanted

B. J. HUNTER, Ltd.

FOR immediate purchase of your Lea-Francis.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [W2040]

48/51 one owner Lea-Francis 14 saloon, good condition; private cash buyer.—Pal. 2928. [6735]

ROWLAND SMITH'S, the Car Buyers—Highest cash prices for Lea-Francis.—Hampstead (Tube), N.W.3. Ham 6041. [W4018/R]

Lea-Francis Spares and Service

LEA-FRANCIS CARS, Ltd.

SPARES and service for all models from the manufacturers.—Head Office and Works: Much Park Coventry. Tel. 65204-5-6. [C582/R]

GLANFIELD LAWRENCE, 2-10, City Rd., Cardiff. Lea-Francis Distributors East Glamorgan.—Spares and service. [0845/R]

CHARLES FOLLETT, Ltd.—Lea-Francis distributors for London and the Home Counties, are always glad to hear from Lea-Francis owners.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

OFFICIAL Lea-Francis London Service Station, Works and Stores.—
BARNSDALE Yard, off Elgin Avenue, W.9. Tel. Cunningham 5936-7. [0595/R]

LIMOUSINES

DAIMLER 26hp 7-passenger limousine (1935), black with cloth to rear, in good condition; £295.—Stratstone, Ltd., 40, Berkeley St., W.1. (Mayfair 4404.) [C4022]

495 gns.—Rolls-Royce 1934 20/25 Hooper limousine, black, leather throughout, occasional seats, winding device, Ace discs, good tyres, carefully used, exceptional, terms, exchanges, list; open 9-7 weekdays and Saturdays.—Rowland Smith Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

A&S Limousine specialists display Fifty carefully maintained privately owned 7-passenger limousines, ready service, with mechanical guarantee certificate.

A&S Offer only best condition carefully selected modern limousines (see classified advertisements) Armstrong, Austin 16hp, Sheerlines, Buick, 12 Humbers, 10 Rolls-Royce, Deluxe Packards, 1950 Wolseley, competitive prices, lists despatched.—Alpe & Saunders Limited, Providences Court, North Audley Street, Mayfair-2941. [C1006]

LINCOLN

SIMPSON'S offer:—

1949 Lincoln 2-door overdrive, radio, heater, all extras, moderate mileage.
SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), 345, High Rd., Wembley 8691/3903. [C2015]

ON all matters of sales, spare parts, repairs and service, consult us, the sole concessionaires in the U.K.—Lincoln Cars, Ltd., Gt. West Rd., Brentford, Tel. Ealing 4508-9. [0747/R]

MERCEDES

£155—Mercedes type 370 1932 coupe 26hp, overdrive, outstanding appearance and reliability.—Box 3341. [6653]

BARTLETT—Mercedes type 500 cabriolet, works maintained, superb condition; £475.—27a, Pembroke Villas, W.11. [C1013]

MERCEDES-BENZ

MERCEDES-BENZ (Great Britain), Ltd., offer:—

1939 Type 230 4-door saloon, Continental steering, black and red with red leather upholstery, may be seen by appointment.—Victoria 8715-6. [C3003]

Chippstead Motors, Ltd.—See our advertisement under "Sports Cars." [C1046]

MERCEDES-BENZ

JOHN S. TRUSCOTT, Ltd.

OFFICIAL Mercedes-Benz retailers, offer:—

MERCEDES 540K B type cabriolet full 4-seater 4-litre window, black, fawn hide, silk mohair hood, r.h. drive, mechanical and external condition quite exceptional, superbly equipped and appointed, an excellent proposition for the buyer who appreciates quality and all that is finest in large high-grade sports car motoring in the best tradition; £1,795.
EXCHANGES, deferred terms.

173, Westbourne Grove, W.11. Bay. 4274. [C4035]

£195!!! 1936 (Oct.) 15hp Mercedes 4-door saloon, magnificent condition throughout, 3 months' guarantee, hire purchase, exchanges.
LAMBS, Finchley Showrooms, 421/423, High Rd., Finchley, N.12. Finchley 6221 (East Finchley Underground). [C2028]

170V 14hp 1937, the rare 4-light saloon, in exceptional condition; £195; terms and exchanges.—90, Brighthelm Rd., Baitzad, Surrey, Tel. Burgh Heath 1520 or Molesey 915. [C4069]

Mercedes-Benz Spares and Service

MERCEDES-BENZ (GREAT BRITAIN), Ltd., Sales Service and Spares, 111, Grosvenor Rd., S.W.1. Victoria 8715-6. Night service: Victoria 5144. [4735]

MERCURY

ON all matters of sales, spare parts, repairs and service, consult us, the sole concessionaires in the U.K.—Lincoln Cars, Ltd., Gt. West Rd., Brentford, Tel. Ealing 4508-9. [0748/R]

SUPPLY & DEMAND

The advertisements in "THE AUTOCAR" are eagerly perused—and acted upon—by our thousands of readers week by week.

For second-hand cars, either for sale or wanted, "THE AUTOCAR"

IS
SECOND-TO-NONE
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PC

PERFORMANCE CARS.

THE biggest and best guaranteed selection of sports cars in the country. **M.G.** cars, thoroughly checked over in our workshops and guaranteed for 3 months; clients travelling long distances to see our M.G.s are always sure of comprehensive stock, not just one car which might prove unsuitable.

M.G. 1½-litre sports saloon, 1947, £445; M.G. T.D. Roadster, 1953, £615.

CHOICE of three T.C.s.—1948, red, £375; 1947, black, £325; 1949, Lionel Leonard 1500 conversion, £445.

CHOICE of three T.A.s.—1939, red, £295; 1938, blue, £275; 1937, black, £245.

CHOICE of two P.A.s.—1935, red, £175; 1934, black, £165; 1936, P.B., £195; N.A. Magnette 2-str., £165.

CHOICE of two J.2s.—1934, red, £145; 1933, red, £125; N.A. Magnette 4-seater, £175.

CHOICE of three 2-litre saloons.—1938, £215; 1937, £195; 1936, £145; ex-Davis blown Magnette, £395.

CHOICE of two 2-litre drop head fourseats.—1937, £195; 1936, £145; 18/80 tourer, £65.

CHOICE of two 1½-litres.—1938 tourer, £245; 1938 saloon, £255; M type 2-seater, £75.

IMMEDIATE hire purchase, insurance and part exchange; many others in stock; seen under "Sports Cars."

PERFORMANCE CARS, Great West Rd., Brentford, Middlesex, Ealing 8841. [C3041]

BM

BEVERLY MOTORS.

A REMARKABLE, perhaps unique, 1938 M.G. 1½-litre VA 4-seater tourer, comprehensively overhauled autumn 1953, engine reconditioned, recoloured in 2-tone green, extensive rechroming, new interior trimming, new hood piped to match interior, all attendant details taken care of at the same time, excellent tyres, full bill for £235/19/10, extra tele-control dampers, Jackall hydraulic jack, for light, without exaggeration we do not know when we shall have another such car to offer; £292; terms, exchanges.—Beverly Motors, Beverly Rd., Highams Park, London, E.4. Larkswood 7208 or 2051. [C1066]

M.G.

B. J. HUNTER, Ltd., offer:—

1952 M.G. T.D. sports 2-seater, enthusiast owned, numerous extras, positively unmarked; £375.
B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040]

H. BEART & Co., Ltd., offer:—

1953 M.G. T.D. 2-seater, red with biscuit upholstery, genuine 3,000 miles and like brand new throughout; £595.—102, London Rd., Kingston-on-Thames, Tel. 3346. [C1061]

WANSTEAD MOTORS, Ltd., offer:—

1950 M.G. 1½-litre saloon, bronze, 18,000 miles only, fitted heater; £595.
WANSTEAD MOTORS, Ltd., 643, Eastern Ave., Ilford, Valentine 1155-6-7. [C4042]

JACK ROSE (M.G. dealers and stockists).

1950 M.G. T.D. 2-seater, in black, many extras; £495.
1952 T.D. British Racing green, very clean, any examination; £545.—Stanford Rd., Wallington, Surrey, Wallington 6577. Also High St., Baitzad, Tel. Burgh Heath 36. [C3056]

PARADE MOTORS (MITCHAM), Ltd., offer:—

1938 M.G. T.A. blue, reconditioned engine 1954; £255.
1937 M.G. T.A. red, respayed, car in excellent condition; £245.

1933 M.G. J2, long wings respayed; £140.
PARADE MOTORS (MITCHAM), Ltd., 66-67, Monarch Parade, Mitcham, Tel. Mitcham 3392. [C3056]

ALAND & TABOR, Ltd., Welwyn By-pass, Herts. Welwyn 481-2-3, offer:—

1946 (Dec.) M.G. T.C. 2-seater, finished grey, new hood, new engine few months old, twin horns, twin spotlamps, good tyres; £345. [C1001]

BEARTS of Kingston, M.G. specialists, sales, spares, repairs.—102, London Rd., Kingston, Tel. Kin 3346. [0082/R]

UNIVERSITY MOTORS, Ltd., guaranteed cars always available.—80, Piccadilly, W.1. Grosvenor 4141. [0396/R]

M.G. 1949 T.C. green, extras, perfect, most sell; £410 o.n.o.—Cooper, 11, Rosemead Rd., Battersea, S.W.11. [6720]

1953 M.G. 2-seater, red, very smart; £595.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [C4019]

M.G. T.D. new engine, under guarantee, to be run in; opportunity to buy new car at second-hand price.—Vacca, 810, 0486. [6717]

1947 (October) M.G. T.C. black, radio, numerous extras, perfect throughout; £345.—58, Alderbrook Rd., Solihull 1070. [1699]

CAMDEN MOTORS for M.G.s.—A representative list of our very extensive stock of M.G. cars appears under Sports Cars on page 33.

CAMDEN MOTORS for M.G.s.—Leighton Buzzard Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays. Write for catalogue. [C1035]

1951 (March) 1½ saloon, 19,000 miles, heater, nearly new tyres, extras; £600.—Day, Wallington 1205, evenings Uplands 7916. [6741]

575 gns.—M.G. Midget, 1952, T.D. 2-seater, B.R.G. fawn leather, heater, one owner, exceptional; terms, exchanges.—Rowland Smith, below.

525 gns.—M.G. Midget, late 1951, T.D. 2-seater, red, one owner, exceptional; terms, exchanges.—Rowland Smith, below.

345 gns.—M.G. Midget, October 1946, T.C. 2-seater, very good condition; terms, exchanges.—Rowland Smith, below.

245 gns.—M.G. 1939, 2.6-litre sports saloon, sliding head, leather, radio, Windtone horns, Ace discs, excellent condition; terms, exchanges.—Rowland Smith, below.

195 gns.—M.G. Midget, 1935 model, 8hp, 2-seater, good condition; terms, exchanges; list open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

K2 Magnette M.G., 1933, excellent condition, engine recently completely overhauled, preselector box; £145.—Cowap, 17, King's Parade, Cambridge. [6750]

M.G. 1½-litre saloon, black with fawn leather upholstery, engine completely overhauled, tyres and body as new, first registered 28th July, 1949; £485.

C. W. KAYRS, Ltd., Mersey Sq., Stockport, Tel. Sto 2625-6. [6676]

1952 M.G. T.D., black, immaculate, one owner; £575.—Measham Motor Sales Organisation, 368-370, Kensington High St., W.14. Western 9821. [1687]

LOW mileage 1949 T.C. M.G., in cream and green, carefully maintained during only two years' use; £385 or nearest offer in writing to 160, Brighton Rd., Lancing. [1698]

BRUTONS, Ltd.—M.G. T.C. 1946 (November), reconditioned throughout, numerous extras, taxed; £438.—13-14, Osten Mews, Emperor's Gate, S.W.7. Pre-emptive 0542. [C1068]

£315—1939 model 1½-litre M.G. saloon, in original condition throughout, mechanically faultless, black, blue leather.—Elm Autosales, 68, Harthall Rd., Wimbeldon, S.W.19. Wimbeldon 4825. [C2067]

1949 (April) M.G. 1½ saloon, green, beige leather, recently fitted factory engine, perfect throughout; £525.—Gibson Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1881. [6408]

1937 M.G. 2-litre special foursome coupe, one owner since new, stored long period, extravagantly renovated; £295.—Levit Motors, 142, Malmebury Park Rd., Bournemouth. (Boscombe 33267.) [6798]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

M.G.

600 miles only, 1953 (Aug.) supercharged M.G. (T.D. 11) green, one owner, spotless and perfect, as new. £735 (£200 below cost price).—R. A. Saunders, Ltd., 328-330, Euston Rd., N.W.1. Euston 4511. [C4040]

1951 (April) M.G. 1½ saloon duo-green, radio, twin-tone horns, twin spot lights, screen washer and Ace Rimbellashers, 19,000 miles, one owner: £645.—R. C. Wimbush, Ltd., 312, Earls Court Rd., S.W.5. Fremantle 8401. [C4056]

1953 (Aug.) M.G. T.D. Mk. II, grey with red leather interior, this car is indistinguishable from new in every way and has only done a guaranteed mileage of 1,641: £695.—Moramith Motors, Ltd., 41-47, Frederick St., Cardiff. Tel. 30791-5. [6599]

ROYS offer for £99 deposit, 1940 model M.G. sports drop head coupe, T.B. series, very fine specimen throughout, taxed; £295 cash; terms and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1 (near Camden Town Tube Station), Euston 2700 and 8894. [C3053]

2-litre M.G. 1938, 4-seater drop head coupe by Salmons, first-class condition, recently recoloured in maroon, chromium plated and new hood, works reconditioned engine and clutch assembly, 4 new Roadifon shock absorbers, 3 nearly new tyres, 2,000 miles, interior hydraulic jacking system; this car can be tried and driven by appointment, owner going car price £300.—Box 3217. [6326]

M.G. Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for M.G.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018 R]

SLOCUMBS, Ltd.

If you are unable to bring your car to us please write or phone full details and we will visit you.—Dudden Hill Lane, Neasden, N.W.10. Willesden 4869; nearest Underground, Dollis Hill Stn. [W4017]

M.G. 1½-litre, clean, low mileage.—Mould, 6, Yerrcroft Ave., Harborne, Birmingham. [6100]

MAYFAIR GARAGES, Ltd., top cash prices for M.G.s.—Balderton St., W.1. Mayfair 5104. [6096 P]

REALLY good M.G. required.—Stradling, 30, Harley House, London, N.W.1. [W1086]

REQUIRED, good used M.G.—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000]

WANTED privately, 1940-48 M.G. 2-seater.—Shepherd, Mantle St., Wellington, Som. [6705]

PERFORMANCE CARS urgently require M.G.s.—Great West Rd., Brentford, Middlesex. [W3041]

THE CAR MART, Ltd., London, wish to purchase M.G. cars.—382, Streatham High Rd., S.W.16. Streatham 0054. [0966 B]

URGENTLY required, 1947-51 M.G. 1½ saloons.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [4660]

C.N.K. MOTORS require M.G.s, particularly V.A. T.A. TB and TC models.—333, Finchley Rd., N.W.3. Hampstead 5712. [W1052]

WANTED, 1953 (late) M.G. 1½-litre Y.B.: must be low mileage, preferably black; full particulars please to—Box 3534. [6635]

M.G. Spares and Service

TOULMIN MOTORS

SPECIALIZE in M.G. and M.G. cars on: repairs and complete overhauls all models; reconditioned engines in stock for types P, J, T and L, and N. Magnette exchange service dynamo starters, crankshafts with rods, gear boxes, brake shoes, vertical drives, V.D. sleeves, rockers, roller bushes, rocker shafts, valves, guides, springs and gasket sets with full range of M.G. spares always available; we specialize in racing spares; write or tel.

TOULMIN MOTORS, 344, Stables Rd., Hounslow, Middlesex. Tel. Hounslow 2238 and 3456. Open all day Saturday and Sunday morning 10 a.m. to 5 p.m. [0349 M]

ROGERS GARAGE, Wellesley Ave., Paddenswick Rd., W.6. River. 2644. [R8054]

PERFORMANCE CARS—M.G. sales, service, spares.—Great West Rd., Brentford, Middlesex. Ealing 8841. [R8041 R]

UNIVERSITY MOTORS, Ltd.—Largest stocks of M.G. spares outside the factory.—7, Herford St., London, W.1. Gro. 4141. [0504 R]

M.G. Spares, most parts in stock for all models, 1930 onwards, including valves, guides, springs, rockers, bushes, shafts, etc., replacement camshafts, rockers, dynamos, lead springs, wheels hubs, vertical drive assemblies, prompt postal service c.o.d. and guaranteed workmanship in all our repairs.—A. F. Witham, Queens Garage, Queens Rd., Wimbledon (Station) S.W.19. Liberty 5083. [0435 R]

MORGAN

PARADE MOTORS (MITCHAM), Ltd., offer:—

1947 Morgan 4/4 drop head coupe, blue, new spares, taxed for 1954. £350. [C3036]

PARADE MOTORS (MITCHAM), Ltd., 66-67, Monarch Parade Mitcham. Tel. Mitcham 3392. [C3036]

1952 Morgan Plus 4 coupe, mileage 16,500, one owner, carefully maintained.—Basil Roy, Ltd., 161, Great Portland St., W.1. Langham 7733. [6829]

Morgan Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morgan.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018 R]

Morgan Cars Wanted

SLOCUMBS, Ltd.

If you are unable to bring your car to us please write or phone full details and we will visit you.—Dudden Hill Lane, Neasden, N.W.10. Willesden 4869; nearest Underground, Dollis Hill Stn. [W4017]

H. F. EDWARDS, Ltd., offer immediate cash for good Morgan Details, please, to 26-30, Upper High St., Epsom, Surrey. Tel. Epsom 3405. [W2001]

Morgan Spares and Service

MORGAN 4/4 official spare parts stockists, service and repairs.—Basil Roy, Ltd., 161, Gr. Portland St., W.1. Langham 7733. [0514 R]

MORGANS—All available spares in stock.—F. H. Douglass, Morgan Specialists, 1a, South Ealing Rd., Ealing, W.5. Ealing 0570. [0725 R]

MORRIS MINOR

BM

1949 Minor tourer, very carefully used, mechanically faultless, new battery, excellent tyres, spotless in appearance, gleaming black cellulose contrasting off-white line, new black hood piped in off-white to match, excellent fawn interior; £360; terms, exchanges.—Beverly Motors, Beverley Rd., Highams Park, London, E.4. Larkwood 7208 or 2031. [C1086]

SCOTT CARS offer:—

1953 Morris Minor, 12,000 miles, immaculate; £350. [C4016]

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Hampstead 2100/6676. [C4016]

ELITE MOTORS offer:—

1949 (November) Minor tourer, birch grey; £385. [C4016]

1950 Minor tourer, maroon; £410. [C4016]

1951 Minor 2-door saloon, black; £465. [C4016]

1952 Minor convertible, black; £475. [C4016]

1952 Minor convertible, grey; £495. [C4016]

1953 (October) Minor 2-door saloon, black; £545. [C4016]

CHOICE of 12 others, Morris 8hp, Minors and 10hp tourers and saloons. [C4016]

ELITE MOTORS, 951-961, Garratt Lane, Tooting Broadway, Tel. Balham 2474 (10 lines). [2005]

BRADSTOCK MOTORS, Ltd.

£465—1952 (September) Morris Minor saloon, black, one owner, 10,000 miles, spare unused, as new.—Below. [C1090]

£425—1950 (September) Morris Minor saloon, black, one owner, 16,000 miles only, spare unused, as new; terms and exchanges.—Chase Rd., Epsom 633. [C1090]

F. L. CRANMORE, Ltd., offer:—

1953 Morris Minor saloon, 2-door, Clarendon grey, mileage 6,000, licensed, as new, £495; 1952 (April) 2-door saloon, grey, licensed, perfect, £435.—Tel. Porters Bar 2040. [C1062]

COLLIVER-FISHER, Ltd., offer:—

1950 Minor 2-door saloon; £425.—Northwood, Middx. Tel. 777 (4 lines). [6808]

GUY SALMON AUTOMOBILES offer:—

1951 Morris Minor convertible, 20,000 miles; £425. Portsmouth Rd., Thames Ditton. Esherbrook 5551-2-3. [C4001]

AUTO SALES (LONDON), Ltd., offer:—

1950 Morris Minor saloon, specimen condition throughout; £395.—Auto Sales (London), Ltd., Beltsiz Rd., N.W.6. Maida Vale 5553. [5120]

1952 Morris Minor saloon, grey, superb; £470. below. [C4019]

1951 Morris Minor saloon, black, spotless; £450.—Smith & Hunter, 376, Kensington High St., W.14. Western 2512. [C4019]

CHARLES POLLETT, Ltd., 18, Berkeley St., W.1. Mayfair 6266, offer:—

1950 Morris Minor 2-door saloon, grey, one owner, 29,000 miles, new engine just fitted, serviced and guaranteed, very clean and sound car; £425. [C2010]

1952 Morris Minor tourer, 5,700 miles, black, one owner, nearest £500.—Whitwell, 114, Stricklandgate, Kendal. [6715]

1949 (November) Morris Minor 2-door saloon, one owner, total mileage 18,000, in excellent order throughout; £450. [C4019]

L. YNE FRANK & WAGSTAFF, 3-5, Crouch End Hill, N.3. Mountview 4401. [C2036]

1949 Morris Minor saloon, exceptional condition; £397.—Ace of Spades, Great West Rd., Hounslow 5476 (Osterley Station Tube). [C2050]

1953 (Feb.) Morris Minor convertible, fitted with radio, 9,000 miles, as new; £475.—Cavendish Motors, Ltd., Chesterfield. Tel. 2468. [6794]

£350—Morris Minor tourer, late 1949, oil negligible, tyres good, radiator blind; firm's car now available.—Fox, 1632, after 7 p.m. [6896]

465 gns.—Morris Minor 1952 tourer, pastel green, fawn upholstery, one owner, small mileage, exceptional; terms, exchanges.—Rowland Smith, below. [C4018]

425 gns.—Morris Minor late 1949 saloon, moderate mileage, carefully used, excellent condition; terms, exchanges.—Rowland Smith, below. [C4018]

375 gns.—Morris Minor (October 1949) tourer, one owner, excellent condition; choice of 9 Minors; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

£399—1950 saloon, taxed, almost entirely unmarked, help; terms, exchange.—Rudds, Central Station, Worthing 4635. [6870]

MORRIS MINOR

1949 Morris Minor saloon, excellent condition throughout; £385.—Elborne Bros., Ltd., Lady Margaret Rd., Southall, Wuxlow 1891/4008. [6858]

1951 Morris Minor saloon, black, low mileage, excellent condition; £430.—C. W. J. Coles (Croydon) Ltd., Blunt Rd., South Croydon, Surrey, Croydon 0075. [6867]

1954 Morris Minor 4-door saloon, de luxe specification, including Smith's heater, also latest type Dunlopillo paneled upholstery, birch grey with red leather new ant unused car, only 10 days old; £635.—Gro. 2133. [6743]

1952 (May) Morris Minor saloon, black and cream with red upholstery, 7,000 miles only, appearance absolutely as new; written guarantee, £485; terms, exchanges.—H. F. Edwards & Co., Ltd., 20, Gt. Portland St., W.1. Tel. Langham 0012. [C2003]

PRIDE & CLARKE, Ltd., 1953 Morris Minor saloon, black/red leather, 3,000 miles, one owner, £528. 1952 black/brown, choice of 3, all low mileage, heater, one owner, £450; 1952 convertible, green, green, 16,000 miles, £449; three months' guarantee; terms, exchanges, lists.—Stockwell Rd., S.W.3. Brixton 6211. [C3068]

MORRIS Minor saloon, black, supercharged, giving over 80 m.p.h. with complete revalving, modifications and extras too numerous to list; heater, Radiomobile taxed, £475; less radio, £490; convertible to similar specification, £435; both newly tyres, taxed, low mileage; 1949 model;—Derrington, 139-141, London Rd., Kingston 5621-2. [C1071]

Morris Minor Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris Minor.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018 R]

FULL value paid for Minor or similar; trade or privately.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W5016]

MORRIS EIGHT

AUTOMOBILE & AIRCRAFT SERVICES, Ltd.

1948 Morris 8 series E 4-door saloon; £355. [C1008]

MARLBOROUGH Works, Kenton, Tel. Wordsworth 7905 (5 lines). [C1008]

S.G.A. MOTORS, who deal exclusively in Morris 8s, offer:—

1939 series E 2-door de luxe saloon, perfect condition; £275. [C1008]

1939 series E 4-seater tourer, immaculate condition; £235. [C1008]

1938 2-door de luxe saloons, choice of 3, all outstanding condition; £195. [C1008]

1938 4-seater tourer, outstanding condition; £185. [C1008]

1937 2-door de luxe saloon, superb condition; £175. [C1008]

EVERY car is thoroughly checked in our workshop, and is guaranteed for 3 months; hire purchase and exchanges.—Below. [C1008]

S.G.A. MOTORS, Morris 8 Specialists, 14, Atherton St., Mews, Cromwell Rd., S.W.7 (3 minutes Gloucester Rd. Tube). Western 5208. [C4063]

£175 o.n.o.—1954 4-seater tourer, engine reconditioned October.—Lee Green 7710. [6701]

1947 Model Morris 8 saloon, one owner, new engine, splendid order throughout; £295. S.W.8. [C1008]

GEE CARS, Ltd., 60-62, Queenstown Rd., S.W.8. Mac. 3363. [6376]

£145—1936 Morris 8 4-door de luxe saloon, blue/black, nice condition; £65 down.—Below. [C1008]

£95—1935 Morris 8 2-door de luxe saloon, reconditioned engine, nice condition; £45 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024]

1935 Morris 8 saloon, excellent value; £150.—Smith & Hunter, 376, Kensington High St., W.14. Western 2512. [C4019]

1948 (August) Morris 8 4-door saloon, black with brown leather, one owner, in exceptional condition; £255.—Below. [C4019]

1940 Morris 8 Series E saloon, recoloured, excellent; £230.—Below. [C4019]

1940 Morris 8; £215.—Ace of Spades, Great West Rd., Hounslow 5476 (Osterley Station Tube). [C2050]

365 gns.—Morris 8 (November 1948) 4-door saloon, leather, carefully used, exceptional condition; terms, exchanges.—Rowland Smith, below. [C4018]

195 gns.—Morris 8 1938 de luxe saloon, sliding head, leather, very good condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

£225—1939 Morris 8 saloon, series E, black, excellent runner.—Haversstock Garage, Haversstock Hill, N.W.3. Oulive 2662. [C2072]

1939 Morris 8 tourer, new tyres, hood, side screens, taxed Dec. '54, immaculately maintained; £270 or nr. offer.—Rom. 4582 after 7 p.m. [6711]

Morris Eight Cars Wanted

PRIVATELY owned Morris 8—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2057]

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris 8.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018 R]

MORRIS TEN

1947 Morris 10hp saloons, choice of two.—Dunham & Haines, 46, Castle St., Luton 2100-1. [C1079]

1948 Morris 10 saloon, one owner, in spotless condition; £365.—Ace of Spades, Great West Rd., Hounslow 5476 (Osterley Station Tube). [C2050]

1947 (Sept.) Morris 10 saloon, black with brown leather upholstery, reconditioned engine fitted, one owner's immaculate condition; £350. [C3004]

MAYFAIR CARRIAGE Co., Ltd., The Hyde, Edgware Rd., N.W.9. Col. 8082. [C3004]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

MORRIS TEN

1948 Morris 10hp saloon, distinctly exceptional condition throughout; £365.—Levet Motors, 142, Maimesbury Park Rd., Bournemouth. (Boscombe 33267.) [C797]

£345.—Late 1947 Morris 10, one owner, second engine, immaculate inside and out.—Kim Autosales, 68, Hartfield Rd., Wimbledon, S.W.19, Wimbledon 4825. [C2067]

Morris Ten Cars Wanted
ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris 10.—Hamstead (Tube), N.W.3. Ham. 6041. [W4018/R]

MORRIS OXFORD

PHILIP RICKARDS, Ltd., offer:—

1953 Morris Oxford, 6,000 miles, grey, heater, perfect; part exchanges, deferred terms.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772-3. [C3051]

1950 Oxford saloon, heater, re-cond. engine, one owner; £465.
READ BROS. MOTOR CO. (LONDON), Ltd., 59, Christchurch Rd., Coilers Wood, S.W.19. Liberty 1604. [C3048]

1954 Oxford, black, red, as new, 1,700 miles; £650.—Robbins, East Putney. Tel. 4581. [C3010]

1953 Morris Oxford traveller's car, as new.—Romilly Motor Co., Ltd., Cardiff. Tel. 29721. [C644]

1950 Morris Oxford, 15,000 miles; £485.—John Gray, 20 Hermitage Lane, N.W.2. Speedwell 1242. [C2026]

14,000 miles only, 1952 Morris Oxford saloon; £595.—British & Colonial Motors, Ltd., 13-14, Upper St., Martin's Lane (Adj. Leicester Sq. Tube stn.), W.C.2. Temple Bar 3588. [C1027]

1951 Morris Oxford, one owner, engine reconditioned, superb order; £495.—Smith & Hunter, 376, Kensington High St., W.14. Western 2512. [C4019]

595 gns.—Morris Oxford 1953 model saloon, birch grey, heater, one owner, 7,000 miles, spare unused, practically new; terms, exchanges.—Rowland Smith, below.

425 gns.—Morris Oxford late 1949 saloon, black, lawn upholstery, one owner, excellent condition; terms, exchanges, list open 9-7 week-days and Saturdays.—Rowland Smith, Hamstead (Hamstead Tube), Hamstead 6041. [C4018]

6600 miles, Morris Oxford, black with red leather upholstery, heater and fog lamp, indistinguishable from new, one owner, registered 1951; £550.—E.F.S. Motors, Kingston By-Fax, Esher. Tel. Embrook 3000. [C2004]

PRIDE & CLARKE, Ltd.—1953 Morris Oxford saloons, grey/red (2,000 miles), black/red (7,000 miles), green/green (3,000 miles), all one owner, choice three from £599; 1951 green/green, low mileage, £499; 1949 grey/beige, one owner, £429; three months' guarantee; terms, exchanges, lists.—Stockwell Rd., S.W.9. Brixton 6351. [C3068]

Morris Oxford Cars Wanted
1949 and 1950 good cars urgently required.—Cole's Garages, Worpole Rd., Wimbledon, London, S.W.19. Tel. Wimbledon 0195-6. [C1054]

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris Oxford.—Hamstead (Tube), N.W.3. Ham. 6041. [W4018/R]

MORRIS SIX

1951 Morris Six saloon, with heater, specimen car; £525 o.n.o.—Wray Park Garages, Reigate 2263. [C641]

£465!!! 1950 Morris Six saloon immaculately finished in black with brown leather upholstery, fitted radio and built-in air conditioning, one owner only since new, good tyres.
CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 6 p.m. Mondays to Saturdays. Write for catalogue. [C1055]

Morris Six Cars Wanted
ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris Six.—Hamstead (Tube), N.W.3. Ham. 6041. [W4018/R]

Morris Miscellaneous Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris.—Hamstead (Tube), N.W.3. Ham. 6041. [W4018/R]

HATTON'S will buy post-war Morris models; distance no object.—Lord St., Southampton. Tel. 2263. [0798/R]

MARSTON MOTOR CO. for your Morris.—Tel. Sta. 9000. Seven Sisters Rd., Tottenham, N.15. [0098/R]

THE CAR MART, Ltd. London, wish to purchase Morris cars.—37, Davies Street, W.1. Mayfair 5011. [0717/R]

F. EDWARDS, Ltd., offer immediate cash for good Morris.—Details, please, to 28-30, Upper High St., Epsom, Surrey. Tel. Epsom 9400. [W2001]

Morris Spares and Service
KINGSTON-ON-THAMES Morris agents and specialists.
W. WILKIN, Ltd., 1, Weston Park and 84, Eden St. Kin. 2241-2. [S4055/R]

MORRIS genuine spares and specialist service in the West End.
S. MORRIS & Co., Cleveland Garage, Cleveland St. Tel. Mus. 1932. [0342/R]

ROCKS GARAGE, Wellesley Ave., Paddenswick Rd., W.6. Riv. 4644. [S6354]

LARGEST and quickest spares service in the South of England.—Hewens Garages, Ltd., Reading. Tel. 4436. [0206]

BARKERS MOTORS (LONDON), Ltd., Tel. Balham 6666, for Morris spares, sales and service.—209, Balham High Rd., S.W.17. [0521]

NASH

SIMPSON'S offer:—

RHD. 1951 Nash sedan 4-door, radio, heater, extras, brown/gold, low mileage.
SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), 345, High Rd., Wembley 8691/3905. [C4015]

A.Z. MOTORS offer bargain of the year!!! 1954 show model Nash Rambler Country Club, 400 miles, as brand new, overdrive, radio, heater, list £1,975; our price £1,550!!!—Palmerston Rd., N.W.6. Mal 4725. [C1011]

OLDSMOBILE

SIMPSON'S offer:—

1951 Oldsmobile 2-door, radio, heater, electric windows, Hydramatic, black, 22,000 miles.

1949 Oldsmobile sedan 4-door, radio, heater, Hydramatic, grey, moderate mileage.

1947 Oldsmobile 4-door, green, moderate mileage.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), 345, High Rd., Wembley 8691/3905. [C4015]

DISTRIBUTORS (RAWLENCE), Ltd.—Sales, service and spares.—Blindley Heath, Nr. Lingfield, Surrey. Tel. 330-1. [0517/R]

OLDSMOBILE magnificent 6-seater saloon, privately owned, in excellent mechanical condition; £235; hire purchase and part exchanges.
JOHN CAMPBELL MOTORS, c/o Holloway Rd., N.7. North 4441. [C1096]

£1750.—1952 Oldsmobile Rocket saloon, 3,800 miles only, heater, radio, seat covers.
i.h.d.—Woking Motors (Maybury Hill), Ltd., Woking 1928. [C4057]

1951 Oldsmobile 68 4-door saloon, hydramatic, radio, heater, 20,000 miles, i.h.d.; £1,395.—British & Colonial Motors, Ltd., 13-14, Upper St., Martin's Lane (Adj. Leicester Sq. Tube stn.), W.C.2. Temple Bar 3588. [C1027]

OLDSMOBILE main dealers for London, Middlesex, Essex and adjoining counties.—Lex Garages, Ltd., 2, Lexington St., W.1 (Gerrard 8600). Service Workshops and Spare Parts: 7, Pembroke Villas (nr. Westbourne Grove), W.11 (Baywater 6626-7). [0576/R]

Oldsmobile Cars Wanted

LEX GARAGES, Ltd., are interested to buy recent model Oldsmobile cars.

LEX GARAGES, Ltd., 2, Lexington St., W.1, Gerrard 8600. [0627/R]

SIMPSON'S MOTORS (WEMBLEY), Ltd., the Oldsmobile buyers.—Wembley 8691/3905. [W4015/R]

DISTRIBUTORS (RAWLENCE), Ltd., Blindley Heath, nr. Lingfield, Surrey, Tel. 330-1. Will buy post-war models at good prices. [0113/R]

OPEL

MAYNER MOTORS, Ltd.—Opel distributors, buyers of all models, comprehensive range of spares; exchange engine and unit service.—1-6, Southampton St., Southampton. Tel. 3966/6944. [0526/R]

Opel Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Opel.—Hamstead (Tube), N.W.3. Ham. 6041. [W4018/R]

Opel Spares and Service

LANCASHIRE, Cheshire and North Wales distributors for sales service and spares.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. [0513/R]

REPAIRS, guaranteed engines, rear boxes, suspension, shock absorbers (telescopic, etc.), cross wheel and plinton; £9.5; mudguards, spares.—Tarrant & Fraser, Ltd., 10, Winchester Mews, N.W.3. Primrose 2647. [0240]

PACKARD

TAYLOR & CRAWLEY offer:—

1948 Packard 8-cylinder de luxe convertible, right-hand drive, all power operated, radio, heater, 30,000 miles only; £845.

1938 Packard 6-cylinder Club coupe, radio, recent maker's overhaul, original unmarked coachwork; £345.

HYDE Park Corner, 33, Grosvenor Crescent Mews, S.W.1. Sloane 5213. [C4056]

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1938 Packard, black, cloth upholstery, radio; £210.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [C1057]

PACKARD Clipper, latest model, 3,000 miles only, 4-door saloon, radio and heater, blue.—Below.

1938 Packard coupe, specimen car, one owner; £265.—Joe Thompson (Motors), Ltd., 97, Fulham Rd., S.W.3. Kensington 4858. [C4028]

1938 Packard coupe, radio, reconditioned engine, resprayed pale grey, new blue hood, beautiful condition; £325, near London.—Box 3423. [6889]

CAMDEN MOTORS for Limousines.—The largest selection in the country, over 50 in stock including Packards; see our display hire car advert, page 35 in this issue. [C1035]

225 gns.—Packard 8, 1938 34hp touring saloon, cord upholstery, radio, excellent condition; terms, exchanges; list open 9-7 week-days and Saturdays.—Rowland Smith, Hamstead (Hamstead Tube), Hamstead 6041. [C4018]

GUY ALFRED & Co., Ltd.—1939 Packard Super 8, maintained by concessionaires, outstanding condition; 1938 Packard saloon, 1950 condition; 1936 Packard Club saloon, superb order.—6-7, Warren St., W.1. Euston 3268. [1005]

PACKARD

ROSE & YOUNG, Ltd., offer 1937 Packard V12 8-passenger limousine with division, i.h.d., this car has only done 23,000 miles and is indistinguishable from new, believed to have cost nearly £3,000 when new, ideal for continental hire work; £275.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (one minute Streatham Hill Station). Tel. 4644. [C3037]

LIMOUSINES, 1939 Super-32hp (Deluxe £1395 model L Coachwork), black, forward occasional, immaculate condition carriage, £255; selection from £325; certified mechanically; ready service.—Alpe & Saunders Ltd., Providence Court, North Audley Street, Mayfair 2941. [C1050]

Packard Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Packard.—Hamstead (Tube), N.W.3. Ham. 6041. [W4018/R]

LEONARD WILLIAMS & Co. (1940), Ltd.

PACKARD Sole Concessionaires, Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 3400. [0191/R]

SIMPSON'S MOTORS (WEMBLEY), Ltd., the Packard buyers.—Wembley 8691/3905. [W4015/R]

JOE THOMPSON (MOTORS), Ltd., require Packards.—57, Fulham Rd., S.W.3. Kensington 4858. [W4025]

Packard Spares and Service

JOE THOMPSON (MOTORS), Ltd., Packard spares, repairs specialists.—57, Fulham Rd., S.W.3. Kensington 4858. [S4028]

LEONARD WILLIAMS & Co. (1940), Ltd., Packard Sole Concessionaires, Packard Buildings, Great West Rd., Brentford Middlesex. Ealing 3400. [0469/R]

PEUGEOT

TYPE 205, August 1951, i.h.d. sports saloon, one owner, approx. 15,000 miles, sliding roof, dual colours, overdrive, £585.—Chippendale Motors, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Faxman 052/7253/7154. [C1046]

PLYMOUTH

SIMPSON'S offer:—

1949-50 Plymouth station wagon, radio, heater, all extras, i.h.d., grey, moderate mileage.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), 345 High Rd., Wembley 8691/3905. [C4015]

425 gns.—Plymouth, 1947 28hp Special de luxe saloon, leather, r.h.d., column gear change, one owner, excellent condition; terms, exchanges; list open 9-7 week-days and Saturdays.—Rowland Smith, Hamstead (Hamstead Tube), Hamstead 6041. [C4018]

SIMPSON'S offer:—

RHD 1949-50 Pontiac 2-door, radio, heater, undriven washers, champagne pink, moderate mileage.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), 345, High Rd., Wembley 8691/3905. [C4015]

1949 left-hand-drive Pontiac, cream with grey cloth interior, fitted radio and heater, in beautiful condition throughout.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. [C1016]

SIMPSON'S MOTORS (WEMBLEY), Ltd., the Pontiac buyers.—Wembley 8691/3905. [W4015/R]

Pontiac Spares and Service

FOR Pontiac spares and Pontiac service.

U.S. CONCESSIONAIRES, Ltd., Pontiac Works, Jubilee Place Chelsea, London, S.W.3. Tel. Faxman 7752-4. [0617/R]

SOLE distributors Great Britain for Pontiac cars and Pontiac parts.

PORSCHÉ

A.F.N., Ltd.

SOLE concessionaires for Great Britain; official service and spares.—Falcon Works, London Rd., Isleworth, Middlesex. Hounslow 001. [C1045]

COLBORNE GARAGE, Ltd., Ripley, Surrey. Tel. 2361. Specialists in Porsche repairs and service. [0629/R]

Porsche Cars Wanted

REQUIRED, good used Porsche.—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W200]

RACING CARS

COOPER'S GARAGE (SURREYTON), Ltd., of Surreyton, Tel. Elm 3346, are the sole concessionaires for Great Britain of the Cooper 500 and Cooper-Bristol Formula II racing cars.

MARK IV Cooper 1,000 J.A.P. complete, ready to race, beautiful order, little used; £250; would sell less engine or exchange car.—Rudds, Opposite Central Station, Worthing. [6866]

RAILTON

A-ONE MOTORS (LONDON), Ltd., Railton Specialists, 24, North Side, S.W.18. Vandyke 5161. [S633/R]

1937 Railton straight eight special sports drop head coupe, by Ranaiah, silver, new tyres, taxed year; extensive overhaul 1951, excellent condition; £195.—20, Leamington Rd., Coventry. Tel. 68223. [6633]

REQUIRED, good used Railton.—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000]

THOMSON & TAYLOR (BROOKLANDS), Ltd., purchase good Railton cars, 1937-9.—Portsmouth Rd., Cosham, Surrey. Cosham 3848. [0636]

RENAULT

RENAULT cars, spare parts, repairs and service.—Renault, Ltd., Western Ave., Acton, W.3. Acton 4656. [1042/R]

£159.—1939 Renault 4hp saloon, very clean car; terms.—Autosnips, 5, Balham High Rd., Balham 1509. [C1009]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ROLLS-ROYCE

JACK BARCLAY, Ltd.,
EXCLUSIVELY for Rolls-Royce and Bentley.
LARGEST official retailers of Rolls-Royce and Bentley; please write for stock list; open until 8 p.m.
EXAMPLE.—1950 touring limousine by Freestone & Webb, painted green and black and upholstered in beige hide, speedometer reading 48,000 miles; price £3,350.—Jack Barclay, Ltd., Berkeley Sq., London, W.1. Open until 8 p.m. Tel. May. 7444. [C1033]

MASCOT MOTORS, Ltd., offer:—
1939 30hp H. J. Mulliner sedan; £975.
1935 25hp Park Ward sports saloon; £750.
1934 25hp Freestone & Webb sports saloon; £675.
1933 25hp Thrupp & Maberly 6-light saloon; £500.
1932 25hp H. J. Mulliner saloon; £350.
1931 25hp sports saloon with division; £295.
1926 20hp Rippon open tourer; £225.

AND many others with various types of coachwork.
WE are anxious to purchase pre-war Rolls-Royce and Bentley with owner-driven coachwork.
MASCOT MOTORS, Ltd., 257, Kensal Rd., Ladbroke Grove, W.10. Ladbroke 1231/2. [C3007]
CHIFFSTADT MOTORS, Ltd., offer:—
20hp 1928 Hooper fixed head sports coupe, reconditioned blue and black, specimen; £395.
25hp 1934 series very low Thrupp & Maberly drop head coupe, black/red, new leather hood, specimen chassis, lovely car; £685.
PHANTOM II Continental, Owen Gurney Nutting sedan, late 1935, dark green, reconditioned engine, etc., late property of film star, specimen; offers.
CHIFFSTADT MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0552/7253/7154. [C1046]

HENDON CENTRAL GARAGE, Ltd., offer:—
1938 25/30 enclosed 7-passenger limousine by Thrupp & Maberly, blue and black, privately owned, serviced recently by works; £1,075.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8094-5. [C2034]

COOMBS & SONS (GUILDFORD), Ltd., offer:—
1937 Rolls-Royce Phantom III, fitted with very attractive Park Ward owner-driver limousine with de ville extension; this car has only completed 5,000 miles since Rolls-Royce overhaul at a cost of £900; £1,150.
COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford, Guildford 62907-8-9. [C1057]
25hp Rolls owner-driver hard top close coupled saloon, radio heater, ex. cond.
TICKFORD, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3338. [C4029]

1939 Rolls-Royce Wraith sedan, semi razor edge, large boot, exceptionally attractive lines, overhauled.—Box 3388. [6764]
1934 20/25 H. J. Mulliner sun saloon—C. V. Rushmer, 39, Holland Park, W.11. Park 5731. [C3061]
ROLLS-ROYCE 40/50 Phantom II (February, 1934), sports saloon with boot, magnificent condition; £375.
GEORGE NEWMAN & Co., 363, Euston Rd., London, N.W.1. Euston 4466. [C3023]

1938 (Aug.) 25/30 Cockshoot, owner-driver saloon, speedometer reading 40,000, black/brown leather, spotless throughout; £265.
TERMS, EXCHANGES.—Cyril Sheppard of Reading, Tonning 2545. [6468]

1935 20/25 7-passenger limousine, one owner, facelifted, radio, black, small mileage; £1,400.—Stratstone, Ltd., 40, Berkeley St. W.1. (Mayfair 4404.) [C4022]

CAMDEN MOTORS for Limousines.—The largest selection in the country, over 60 in stock including Rolls-Royce; see our display hire car advert, page 35 in this issue. [C1035]

HEARSES Rolls. 1937 and 1935 complete with unused Hearses bodies. Written guarantee. Wraith chassis available. We will build bodies to your requirements; quotation given.

ALPE & SAUNDERS (COACHBUILDERS), Ltd., Head Office Hearses Enquiries Station Approach, New Gardens, Richmond 1161. [6804]

ROLLS-ROYCE 20, 25 and 30hp owner-driven saloons, also limousines at specially low prices.—Claude Burgoyne & Co., St. Peter's Garage, St. Peter's Rd., Hammersmith, Rivers 764. [6838]

FRANK DALE offers selection of Rolls-Royce drop head coupes and owner-driven saloons from £395; we are interested buyers of all models.—61, Lancaster Mews, Lancaster Gate, W.2. Pad. 4681. [C1067]

1933 (September) Rolls-Royce 20-25 Barker 4-door de luxe saloon, fitted drop division in really exceptional condition throughout; £495.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [C2043]

ROLLS-ROYCE Phantom III, June, 1938, owner-driver saloon by Barker, history available, in first-class order, taxed; terms, exchanges; £850.—Ross Motors, Ltd., Regent St., Hinchley, Leics. Tel. 558. [6791]

1951 Rolls-Royce Silver Wraith Freestone & Webb sports saloon, finished black with light fawn hide, one owner, 27,000 miles, a magnificent looking car complete with all luxury equipment; £4,150.—Castle's, Church Gate, Leicester. 65251. [6388]

ROLLS-ROYCE 28hp 1933, one owner and chauffeur maintained, laid up during war completely reconditioned 1947, costing over £500; a distinguished car in exceptional condition for £455.—Mole, 31, Dover St., W.1. Tel. Grosvenor 5902. [5810]

ROLLS-ROYCE

A&S display privately owned first class condition Limousines (certified mechanically—ready service).

LIMOUSINE 1935/25hp, partitioned, Hooper, Thrupp, forward occasional, unblemished, bargain, £595.
LIMOUSINE 1938/30hp, Hooper, partitioned Deluxe Coachwork, forward occasional, privately owned, mileage 44,000, delightful condition throughout, competitive price.

9280 miles Phantom III (Series BT registered 1946), Park Ward partitioned black Limousine, forward occasional, unblemished, (detailed history available), unrepeatable opportunity.

WRAITH Limousine 1939/30hp, Park Ward partitioned, forward occasional, carefully maintained, recorded mileage 25,000, black, £1460.

WRAITH Limousine, 1939/30hp, partitioned Hooper Deluxe Coachwork, widest occasional, black, 1932 condition throughout, genuine small mileage, certified mechanically, history available, competitive price.

ALPE & SAUNDERS Limited Seven passenger Rolls-Royce specialist, Providence Court, North Audley Street, Mayfair-2941. [C1006]

20/25 Rolls-Royce, 2 saloons, 1934, both in excellent condition and guaranteed, privately owned, any trial or examination; £495 each; would exchange either for a 1934-6 drop head Rolls—Newland Garage & Eng. Co., Alexandra Rd., Hull. Tel. 6297. [6285]

25/30 limousine, 1937, large face-forward seat, meeting, superlative condition, privately owned, brown furniture hide throughout, heater, very small mileage; history available, excellent exchanges.—R. C. Mortlake, 253, Kensal Rd., London, W.10. Arnold 4604. [C3017]

395 gns.—Rolls-Royce 1933 Phantom II 40/50hp Barker 4-door sports saloon, sliding head, leather, discs, good tyres, carefully used, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

25/30 miles, guaranteed, most perfect specimen car, £1,175; also 20hp, 20/25hp Phantom II and Phantom III owner-driven saloons from £355.—Swannmore Garage, Ltd., 1176-1180, Christchurch Rd., Bournemouth East (Tel. Southbourne 43344). [C4026]

Rolls-Royce Cars Wanted

C THE CAR MART, Ltd., Official Retailers, wish to purchase Rolls-Royce cars.—Gloucester House, 150, Park Lane, W.1. Grosvenor 3434. [0970/R]
J. MARSHALL.

WANTED, Rolls-Royce 22/22 and 20/25, all types of coachwork, complete or otherwise.—Compton, 65, Garston 2369. [0496/R]

PERFORMANCE CARS urgently require Rolls-Royce.—Great West Rd., Brentford, Middlesex. Selling 8841. [W2041]

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Rolls-Royce.—Hampstead (Tube), W.10. Ham. 6041. [W4018/R]

SILVER Ghost F.W.B. Phantom I or II tourer; good price will be paid for a perfect car.—Basingstoke Motor Co., Ltd., Basingstoke. Tel. 477. [W1012]

WE are open to purchase any type pre-war Rolls-Royce car, complete or otherwise.—Compton, 65, Westow St., Crystal Palace, S.E.19. Livingstone 3362. [0345/R]

THE SOUTHERN MOTOR CO. is interested in the purchase of all types of Rolls-Royce cars, particularly our pre-war replicas.—Lowfield Heath, nr. Crawley, Sussex. Crawley 437. [6283]

A&S urgently require 25/30hp Saloon and coupe with boot, also privately owned 25/30hp Limousine, details Alpe & Saunders, Ltd., Providence Court, North Audley Street, Mayfair-2941. [W1006]

JACK OLDING & Co. Ltd., officially appointed retailers and repairers, are interested in the purchase of good used cars. Service in the heart of Mayfair. Tel. Mayfair 5243. Audley House, North Audley St., W.1. [W5030/R]

CHARLES POLLETT, Ltd., 18, Berkeley St., W.1. C. Mayfair 6266. Accredited Rolls-Royce and Bentley retailers and repairers wish to purchase good low-mileage cars.—Service Works & Stores—Barnsdale Yard, off Elgin Ave., W.3. Cunningham 5936. [W2010]

Rolls-Royce Spares and Service
JACK BARCLAY (SERVICE), Ltd.,

LARGEST official repairers Rolls-Royce cars. Servicing or overhaul work, coachwork renovation; and accident work; large stocks of spares.—Danvers St., Chelsea, S.W.3. On Chelsea Embankment, near Battersea Bridge, Flaxman 2225. [S1062/R]

CHARLES POLLETT, Ltd., officially appointed retailers and repairers.
SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SPARE parts.
SERVICE: Barnsdale Yard, off Elgin Avenue, W.3. Tel. Cunningham 5936-7-8. [0614/R]

ALL spares for 20 and 25hp Phantom I and Phantom II chassis; also reconditioned replacement engines guaranteed for 12 months for the above models; full repair service at reasonable charges; also wheels, tyres, etc.—Compton, 65, Westow St., Crystal Palace, S.E.19. Liv. 3362. [0564/R]

ROVER 10

BRADSTOCK MOTORS, Ltd., offer:—
£435.—1946-7 Rover 10 saloon, fitted radio and heater, also reconditioned replacement engines; terms and exchanges.—Chase Rd., Epsom 633. [C1090]

COOMBS & SONS (GUILDFORD), Ltd., offer:—
1947 Rover 10, black with brown leather, in very good condition throughout; £255.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford, Guildford 62907-8-9. [C4057]

ROVER 10

CAMDEN MOTORS for Rovers.—10hp 1939 saloon, finished in black with brown leather upholstery, very smart and mechanically sound; £325.

CAMDEN MOTORS for Rovers.—10hp 1937 saloon, good condition, well maintained by its one previous owner, recent engine overhaul; £245.

CAMDEN MOTORS The Rover Specialists, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays. Write for catalogue. [C1055]

265 gns.—Rover 10 1940 model 4-door saloon, sliding head, leather, good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

ROVER 12

£285.—1938 Rover 12 6-light saloon, in black with red leather in very good all-round condition.
DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266. [C1070]

A.Z. MOTORS offer 1948 Rover 12 de luxe saloon, perfect condition, Rover maintained throughout; £475.—Falmerton Rd., N.W.6. Mal. 4723. [C1091]

BRUTONS, Ltd., 1947 Rover 12, black, reconditioned engine, taxed, well shod; £325. Oxten, Essex, Emperor's Gate, S.W.7. Fremantle 0342. [C1026]

£250 or near offer.—1937 black Rover 12, coachwork good, newish tyres, mechanically reliable.—Clarke, Bindon Close, Lulworth, Dorset. [6655]

1947 (September) Rover 12 6-light saloon, black, lamp, low mileage, one owner, original condition; £495; hire purchase and part exchanges.

JOHN CAMPBELL MOTORS, 415, Holloway Rd., N.7. North 4441. [C1036]

1947 Rover 12 tourer, excellent mechanical condition, recent rebody, reconditioning, respray; view Metrocentre, Station Rd., Rickmansworth, till 22nd February; £450 or near offer. [6574]

395 gns.—Rover 12 1946 de luxe saloon, sliding head, leather, good tyres, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

£525!!!—Rover 12 de luxe saloon, 1947 model, but genuinely looks and runs like brand new, obviously small mileage by its immaculate and spotless appearance, drive it, it's beautiful, the finest we have ever had, 3 months' guarantee; hire purchase.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2062]

CAMDEN MOTORS for Rovers.—12hp saloon de luxe, 1947, March, delivery in the hands of one careful owner up to January, 1952, and unused from that date owing to prolonged illness of late owner; much lower mileage than most other 1947 cars, and in entirely original condition except for new set of tyres which we have just fitted and new Lucas battery; strongly recommended. £545.

CAMDEN MOTORS, the Rover Specialists, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays. Write for catalogue. [C1035]

£239—1939 Rover 14 saloon, very clean car; terms. —Autopins, 5, Balham High Rd., Balham 1509. [C1009]

1939 Rover 14 de luxe saloon, black, red leather, free-wheel, sunshine roof, 1947 features, original condition throughout; £295; exchanges; terms. —Palmer, 53, York St., Twickenham. Poppesrover 1890 7067. [C3034]

£525!!!—Rover 14 de luxe saloon, only two owners since new have maintained this vehicle perfectly, bodywork like new, interior magnificent, chassis faultless, 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2062]

CAMDEN MOTORS for Rovers.—14hp drop head four-seater, genuine 1940 model with late-type features and identical to the post-war series, Tickford bodywork, smart modern appearance, smooth, free engine with the effortless performance so often evident in this outstanding series; £395.

CAMDEN MOTORS for Rovers.—14hp saloon de luxe, 1948 registration (1947 series and chassis number), late property chartered accountant, sole owner since new, used entirely for week-end motoring, very, very good condition; £525.

CAMDEN MOTORS, the Rover Specialists, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays. Write for catalogue. [C1035]

ROVER 16

AUTOMOBILIA, Ltd., offer:—
1938 Rover 16, 4-door de luxe sunshine saloon, green, green leather, excellent condition; £325.—Automobilia, Ltd., Pipbrook Garage, Dorking; 4504 5891. [C1089]

ENGINES RECONDITIONED, Ltd., offer:—
1937 Rover 16 saloon, indistinguishable from new, black with brown leather; £235.—333, Pinner Rd., Harrow, Middx. Tel. Harrow 5366. [C2070]

1938 Rover 16 saloon, guaranteed; £235; payments. —Oldfield, 386, Kennington High St., W.14. Wes. 6631. [C3029]

1947 Rover 16 saloon, black with brown leather, view Garages, 144, London Rd., Kingston-on-Thames, Kingston 1185. [C1016]

TANKARD & SMITH, Ltd., offer 1947 Rover 16 saloon, black cloth upholstery; fitted loose covers; heater; one owner; specimen car; £525; three months' written guarantee.—194-196, Kings Rd., Chelsea, S.W.3. Flaxman 4801-2-3. [C4026]

ROVER 16 Sportsman's saloon, 1939 model, an excellent specimen of a very rare car, many extras fitted, superb mechanically, beautiful to look at; £525, with three months' guarantee; terms, exchanges.—K & T, 343, Trinity Rd., S.W.18. Battersea 0509. [6821]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ROVER 16

ROVER 16hp de luxe saloon, unusual car, especially built for highly placed eastern official, 11.5.4, but easily converted to 16, grey with blue leather, first registered in England October, 1950, actually 1946-7 model, one owner only, just completely overhauled at Rover works costing £250, detailed bills shown, new tyres. Ideal for anyone contemplating Continental holidays; £365, terms arranged.—Tel. Birmingham South 5018. [C1039]

ROVER 66 & 75

CAR MART, Ltd.

1948 Rover 60 4-light saloon; £595.—Car Mart, 382, Streatham High Rd., S.W.16, Streatham 0054. [C1039]

NEWNHAMS, Ltd.

1952 Rover 75 saloon, black, loose covers, carefully used; £595
NEWNHAMS House, 255-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [C1034]

COX'S, of Leicester!!!

COX'S.—Specialists in carefully used Rovers, largest selection.
COX'S.—1953 (March) Rover P.4, 4,000 miles, black, red leather, fitted heater, cigar lighter, additional lamps; £1,125.
COX'S.—1951 model Rover P.4, black with green leather, truly immaculate condition, spare unused, low mileage; £1,050.
COX'S.—1951 model Rover P.4, green with grey leather, one owner, reasonable mileage, perfect condition throughout; £625.
COX'S have several other fine examples of Rover cars for your choice.
CASH, terms, exchange.

COX'S MOTORS (LEICESTER), Ltd., 11-15, Conduit St., Leicester. Tel. 60519. [C1039]

PHILIP RICKARDS, Ltd. offer:—

1953 Rover 75, black, radio, covers, 4,000 miles. Perfect; part exchanges, deferred terms.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772-3. [C1031]

GUY SALMON AUTOMOBILES, offer:—

1950 Rover 75 P.4 saloon, ivory/red leather, 23,000 miles, excellent condition; £735.—Portsmouth Rd., Thames Ditton, Esherbrook 5551-3-5. [C1031]

1952 (Oct.) Rover 75 sal., blue, 13,000 miles; one owner; H.M.V. radio, as new; £1,025.
TICKFORD, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3338. [C1029]

1951 Rover 75 saloon, black, red interior, equipped with radio and full usual extras; £875.
PARKERS, Ltd., 176, Deansgate, Manchester. Deansgate 4507. [C1029]

1948 Rover 75 sports saloon, colour green, in excellent condition.—Romilly Motor Co., Ltd., Cardiff. Tel. 29721. [C1045]

1953 Rover P.4 saloon, black, grey leather, extras, 8,000 miles, superb condition; £1,085.—Robbins, East Putney. Tel. 4581. [C1010]

1951 Rover 75 saloon, Connaught green, 12,000 miles, H.M.V. radio and heater, one careful owner, immaculate condition throughout; £900.
GEE CARS, Ltd., 60-62, Queenstown Rd., S.W.8. Mac. 3365. [C1077]

CAMDEN MOTORS for Rovers—75 saloon, 1951 model and registered, P.4 series with built-in heater, etc., beautiful condition; specimen; £825.
CAMDEN MOTORS for Rovers—75 saloon 1950 P.4 model, similar to above, finished in beige with red upholstery, built-in heater, screenwash, etc., one owner; £745.
CAMDEN MOTORS for Rovers—75 saloon, 1949, 6-light series, with leather upholstery, recently overhauled, serviced, etc., engine decocked, new tyres fitted; £615.
CAMDEN MOTORS, the Rover Specialists, Leighton Buzzard, Beds., Tel. 2041. Open till 8 p.m. Mondays to Saturdays. Write for catalogue. [C1035]

1954 model (October, 1953, registration) 75, grey with red leather upholstery, 3,000 miles, always used with carpet over-covers, indistinguishable from new car; £1,175.
RICHARD TAYLOR (GARAGES), Ltd., Victoria St., Stourbridge, Worcs. Tel. Stourbridge 5171. [C1075]

1953 model (October, 1952) Rover P.4 saloon, blue, one owner, 13,000 miles only, heater, radio, loose covers, Brax water heater, taxed December, immaculate condition; £945, terms.—Phillip Foster, 106, High St., Uxbridge. Tel. 4202. [C1079]

1948 (September) Rover 60: this is in most immaculate condition throughout, finished black and grey with grey leather interior and Dunlopillo upholstery, fitted H.M.V. radio and heater, etc., excellent tyres and battery, taxed, this car has been rubber-sealed and filled with Bucoo; £575; choice of three Rover 12 saloons from £450.
MAIDSTONE ENGINEERING Co., Cross St., Pendleton, Salford, 6, Manchester, Pen. 3457. [C1030]

LAND-ROVER

OFFERED BY:—

EVANS (WIMBLEDON), Ltd.—A selection of high-grade used Land-Rovers with 3 months' specific guarantee.—Evans (Wimbledon), Ltd., Rover Main Dealers, Alexandra Rd., Wimbledon 0163/4. [C1111]

HARVEY HUDSON, Ltd. (The Land-Rover Specialist), offer:—
1951 model Land-Rover, 18,000 miles, one owner; good condition; £365.—Harvey Hudson, Ltd., Woodford, London, E.18. Wanstead 0056. [C1039]

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Land-Rover.—Hamstead (Tube), N.W.3. Ham. 6041. [W4018/R]

HARVEY HUDSON, Ltd. (The Land-Rover Specialist) wish to buy Land-Rovers—Woodford, London, E.18. Wanstead 0056. [W2039]

ROVER MISCELLANEOUS

HENLYS, Ltd.,

ENGLAND'S Largest Rover Distributors.

DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2287).
HENLYS House, 385, Euston Rd., N.W.1. (Euston 6664).

DEPOTS at:—

MANCHESTER (Blackfriars 7843).

BRISTOL (Bristol 21326).

BOURNEMOUTH (Bournemouth 6314).

NORTHAMPTON (Northampton 907).

CAMBERLEY (Camberley 77).

HOUNSLOW (Hounslow 3454).

FINCHLEY (Finchley 0061).

GREAT WEST ROAD (Ealing 3477).

CAMDEN TOWN SERVICE STATION (Gulliver 4141).

HENLYS, Ltd., England's Leading Motor Agents. [C1029/R]

TAYLOR & CRAWLEY offer:—

1953 (May) Rover 75, radio, heater, very low mileage, absolutely immaculate; £1,065.
1947 Rover 16hp 6-light saloon, one owner, genuine mileage 12,000, most beautiful condition; £595.
HYDE Park Corner, Grosvenor Crescent Mews, S.W.1. Sio 5213. [C1036]

1951 Rover 75, fitted radio and heater; £895.

1937 Rover 12hp sports saloon excellent condition; £245.—Danham & Haines, 46, Castle St., London, E.1. [C1079]

BEARDS of Kingston, Rover Specialists, sales, spares, repairs.—102 London Rd., Kingston. Kingston 3348. [C1079]

CASS'S MOTOR MART.—1940 Rover 14 saloon, black, one owner, £395; 1947 Rover 16 saloon, black, one owner, £530; written guarantee.—5, Warren St., W.1. Euston 5253. [C1040]

Rover Miscellaneous Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Rover.—Hamstead (Tube), N.W.3. Ham. 6041. [W4018/R]

COOMBS & SONS (GUILDFORD), Ltd.
URGENTLY wanted, good condition post-war Rover cars, offers appreciated.—Portsmouth Rd., Guildford. Tel. 62907. [C1042/R]

BLAKES, Rover agents, will purchase any Rover car.—110, Bold St., Liverpool, 1. Tel. Royal 5622. [C1042/R]

POST-WAR Rovers urgently required, best cash prices.—Holbrook Motor Co., Ltd., Richmond, Surrey. Richmond 4014. [W2036]

FULL value paid for Rover or similar; trade or private;—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016]

ROVER 10 sports saloon 1937-39; reasonable condition and price.—Grosvenor 6297, or write Box 3425. [C0891]

PRIVATELY owned Rover 75, '52/'53, in exchange for Ford V.8 '51, cash willing £4,500, must equal condition.—Waldo Thomas, Llandysul, Card. [C0891]

1953 Rover 75 required, good condition and low mileage essential.—Tel. Harrow 7414, evenings.

R. P. POWELL MOTORS, Ltd., East London area dealers.—Good used Rover cars required.—321, Romford Rd., Forest Gate, E.7. Maryland 4818. [C1043/R]

LEATHWOOD'S GARAGES, Ltd., 203, St. James's Rd., Croydon, Tho. 1222. Main Rover dealers for Croydon. [C1019/R]

COLLIVER-FISHER, Ltd., unsurpassed service, spares and replacement units.—Northwood Middx. Tel. 777 (4 lines). [C1009/R]

LEIGH PARK MOTORS, Ltd., Datchet, Slough. Buicks Rover distributors for spares and specialised service.—Tel. Datchet 54. [C1047/R]

R. P. POWELL MOTORS, Ltd., East London area dealers.—Good used Rover cars required.—321, Romford Rd., Forest Gate, E.7. Maryland 4818. [C1043/R]

BARKING.—For full stocks of spares and genuine service for Rover owners come to Albon's Garage, Ltd. 105-7, Longbridge Rd., Barking. Tel. Rippleway 1285. [C1018/R]

DAVID ROSENFELD, Ltd., Rover Distributors, Lancashire and Cheshire; very large spares stock available.—Cheetham Hill Rd., Manchester, 8, Tel. Blackfriars 2502. [C1056/R]

SINGER

B. J. HUNTER, Ltd. offer:—
1951 Singer S.M. saloon, recent check-over, positionally unmarked; £550.
B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C1040]

H. A. SAUNDERS, Ltd. offer:—
1952 Singer 9 Roadster, black/beige upholstery, recorded mileage 15,650; £445.
836-842 High Rd., N.12. Hillside 5272 (8 lines). [C1027]

1953 Singer S.M.1500 saloon, twin carburetors, silver, red interior, equipped with radio and heater; £725.
PARKERS, Ltd., Bradshawgate, Bolton 4080. [C1079]

SINGER

1953 Singer S.M. 1500 saloon, new, shop fitted; £795.
1953 Singer S.M. 1500 saloon, 4,000 miles; £695.

1951 Singer S.M. 1500 saloon, radio, one owner; £525.
GORDON CARS (LONDON), Ltd., 373, Euston Rd., London, N.W.1. Eus. 0611. [C1025]

1949 S.M. 1500 saloon, green, new engine just installed, heater, in perfect condition throughout; £435.—H. A. Saunders, Ltd., 326-330, Euston Rd., N.W.1. Euston 4511. [C1040]

160 miles only.—1953 Singer S.M. 1500 saloon; £665.—British & Colonial Motors, Ltd., 15-14, Upper St. Martin's Lane (Ad. Leicester Sq. Tube Sta. W.C.2. Temple Bar 3588. [C1027]

395s.—Singer 9, 1951 4AB sports roadster, red, lawn leather, heater, fog lamps, glass side screens, L.F.A., excellent condition; choice of three 4ABs; terms, exchange.—Rowland Smith, below.

245s.—Singer 9, 1939 sports roadster, glass side screens, very good condition; terms, exchange.—Rowland Smith, below.

175s.—Singer 9, December 1939 saloon, sliding head good condition; terms, exchange.—Rowland Smith, below.

69s.—Singer 9, 1937 model tourer, leather, good condition; terms, exchange; list, open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C1018]

CAMDEN MOTORS for Singers.—1951 S.M.1500 saloon, May delivery, finished blue with beige interior (leather), built-in heater, reversing lamp, fog and pass lights, screenwash, extensively overhauled last year; also two Singer Roadsters, 1951 and 1952 models, and a Mans two-seater; super sports, a little beauty with many extras, at £145.

CAMDEN MOTORS for Singers.—Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays. Write for catalogue. [C1035]

Singer Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Singer.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

RECONDITIONED units and spares.—Coulthart & Grimshaw, Whalley New Rd., Blackburn. Tel. 48091-2. [C1045]

THE Singer agents for spares, service, repairs, Adams & Sons, Ltd., Leather Garage, Ferry Rd., Burnes, S.W.13. Riverside 6496. [C1074/R]

GORDON CARS (LONDON), Ltd., the London Singer distributors, for spares, repairs and service.—St. Alban's Lane, Golders Green, N.W.11. Speedwell 4701/2. [C1005/R]

ALLEN OF BRISTOL.—Singer distributors for Somerset and South Gloucestershire; comprehensive spares stock; quote chassis number.—Berkeley Square, Bristol. Tel. 25514. [C10219]

MANCHESTER, South Lancashire, North Cheshire, a specialised sales, service and spares facilities.—Parkers, Ltd., Distributors, Bradshawgate, Bolton. Tel. 4080, Deansgate, Manchester, Deansgate 4507. [C1039/R]

BERT MASON.
SPORTS CARS
£165.—M.G. N.A. series Magnette 2-seater, very fast, with racing tyres; £125 Standard Avon 16 sports saloon; £135 Hudson 17 convertible; £175 Talbot 10 sports saloon, immaculate; £195, 2-litre M.G. saloon, an outstanding example in Alfa red; £30, 8, 10hp sports coupe, reconditioned engine, nice condition.

A VERY large selection of Jaguars, hire purchase on A.C. basis; we are open till 9 p.m.
BERT MASON SPORTS CARS, 77, Crickfield Rd., Clapton, E.8. Amherst 1814. [C10373]

MERCURY offer:—
£275.—1939 Morgan 4/4 d.h. coupe, in excellent condition.
£265.—T.A. M.G., superb condition, resprayed, new hood and screens, reupholstered.
£265.—1950 Sunbeam-Talbot 10 saloon, smart car, excellent runner.

£265.—1938 Morgan 4/4 2-seater, £250 rebuild, including post-war engine and suspension.
£245.—1939 Morgan 4/4 2-seater, blue and cream, new hood and tonneau.
£245.—1939 Triumph Dolomite 2-seater roadster, finished in red, an immaculate car.

£225.—1937 Frazer Nash-B.M.W. 2-seater 2-litre Reutter drop head coupe excellent condition.
£215.—1937 Frazer Nash-B.M.W. 326 saloon, first-class order.

TERMS and exchanges with pleasure.
HOURS 9-6.30 p.m. Sundays 10-1 p.m. for inspection. [C10314]

WEST LONDON MOTOR MART offer a large selection of vehicles, all at low prices.
AUSTIN 7 saloon, £45; Austin 7 2-seater, £65; Alvis Speed 20 saloon, £105; Alvis Speed 20 tourer, £125; Bentley 6½-litre coupe, £36; Citroen 15 saloon, £135; Ford V.8 saloon, £145; Ford 10 saloon £125; Invicta 4½-litre coupe, £175; Lagonda 3-litre coupe, £395; Lagonda 3-litre saloon, £145; Land Rover 1700 tourer, £125; Morris 8 saloon, £95; Pontiac utility, £35; Ralston coupe, £125; Riley 9 saloon £75; Rolls-Royce Hounsome, £265; Singer 9 Le Mans tourer, £75; Talbot 12hp coupe, £145; Vauxhall 14 saloon, £145; Wolseley 12 coupe, £95.

IMMEDIATE insurance and easy terms on all cars. Part exchanges, vintage specialists.
WEST LONDON MOTOR MART, Ealing Rd., Great West Rd., Brentford, Middx. Ealing 8842 (South Ealing or Northfields Tube Station). [C10341]

FRAZER NASH-B.M.W. 326 30 O.P. roadster, 1947 registration, £525; Alfa-Romeo 1500, 1600, Zagato, £265, S.S.100 3½ 1939 at £175, and another at £450; Triumph 4-seater sports, superb condition, £235; Morgan water-cooled Jap 4-wheeler, £85; Ralston drop head 1937, £165, also similar saloon £165.—Automo, Ltd., 229, West End Lane, Hampstead, N.W.6. Hampstead 3450. [C10402]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

SPORTS CARS

CHARACTER CARS.

AWAYS have several interesting and well-conditioned sports and vintage cars for disposal and urgently require details and photographs of others similar, which are for sale.

CHARACTER CARS, Wellesley Garage, Wellesley Court Rd., East Croydon, Croydon 2553. (C1044)

B & O. MOTORS offer—

£150—Triumph 10 Monte Carlo type open sports 4-seater, a real good 'un.

£145—M.G. 8hp Monlhury 4-seater fitted P-type engine, new, only wants engine. Aero and foldback screens, full road equipment, quick-hitters, stoneguards, etc.

£140—M.G. 8hp J2 open sports 2-seater, the late model with long-swept mudguards, slab tank, twin carbs, etc.

£125—Wolsey Horriet 12hp open sports 4-seater, very sound car with excellent hood, etc., etc.

£125—Wolsey Horriet 12hp open sports 4-seater, green, new tonneau cover, very smart, engine recently overhauled.

£120—Singer 9 open sports 4-seater, green, new hood and tonneau cover, new battery, new glass in screen 20 1954.

£115—Wolsey Horriet 12hp open sports 4-seater, black, new hood and tonneau, twin carbs, 4-speed, very very smart.

£105—Wolsey Horriet 12hp open sports 4-seater, green, very smart, new tonneau cover, twin carbs, etc.

£69—Hillman 10 fourseater drop head coupe, very well and looks well.

£43—Austin 7 saloon, in excellent order, very smart.

£30—Triumph 8hp open 4-seater, good tyres, good hood and goes like a little bomb.

MANY others. Easy terms.—B. & O. Motors, Early Mess, Arlington Rd., Camden Town, N.W.1. Gulliver 3578.

CHIPSTEAD MOTORS, Ltd., offer mostly reconditioned and in showroom condition:—

A coupe, 1951, 3 carburettor fourseater, drop head, French blue with new plastic leather hood, immaculate.

LFA ROMEO 17/50 s/c Nov. 1934, Castagna f.d.h. A coupe, recon. engine just fitted, red, leather hood, specimen: £475.

LAVIS 4.5, November, 1939, f.d.h. coupe, black/grey, radio, 15in wheels, specimen: £495.

LAVIS Speed 20 1954, V.D.P. sports 4-seater, exceptional condition: £295.

LAVIS 1940 model Speed 25 Charlesworth sports saloon, dual exhausts, light grey, spotless: £375.

DB3—Austin Martin racing 2-seater, late 1953, virtually new, just collected from works after complete strip and rebuilt to bring up to latest modifications, now 175bhp, one of the best ever offered for sale, as new.

DELAGE D.6 70 1938 streamlined saloon, recellulosed bronze, reconditioned engine, brakes, steering, clutch, etc., just fitted, total box, specimen: £495.

DELHAYE 1938 3-litre Chapron 2-door sports coupe, blue/black, total gear box, reconditioned engine, maintained regardless.

MERCEDES-BENZ 540K supercharged special streamlined fourseater d.h. coupe, 1938 model, fantastic car, just overhauled by Mercedes, l.h.d.

PEUGEOT type 203, August, 1951, seen under Peugeot column.

WE are desirous of purchasing good quality English and Continental sports and touring cars.

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Plaxman 0052/7253/7154. (C1046)

PERFORMANCE CARS, the Sports Car People, Great West Rd., Brentford, Middlesex. Tel. Ealing 6841 (3 lines).

ONLY 3 minutes from Northfields Tube Station, Piccadilly or District Underground.

WRITTEN guarantee, immediate H.P. and insurance.

B.M.T.A. M.A.A.: appointed R.A.C.

FROM over 150 in stock all plainly marked with year and price vs. select.

LARD 71M 4-seater tourer, 1948, £295; Allard 71L sports saloon, 1948, £285.

LAVIS 4.5-litre Vanden Plas saloon, 1937, £325; A.via Speed 20 Vanden Plas tourer, 1935, £195.

LAVIS Speed 20 Charlesworth saloon, 1938, £345; A.via 14hp Firebird coupe, 1935, £165.

USTIN 18 Norfolk d.h. saloon, 1938, £295; A.C. 16/60 roadster, 1937, £185.

STON MARTIN 1½, Ulster 2-seater, 1936, £425; Aston Martin 1½ International tourer, 1930, £145.

TALANTA 4.3 drop head fourseater, 1948, £315; Alfa-Romeo 17/50 Young coupe, 1930, £195.

BENTLEY 3½-litre Park Ward sports saloon, ride control, black with brown leather, 1935, £245.

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SPORTS CARS

LAMBS, of Wood Green, offer—

£275—1951 (reg.) and rebuilt Bentley short chassis Red Label 3-litre sports 4-seater, modernised and fitted special low-pressure tyres.—Below.

£265—Alvis Speed 20 V.D.P. sports 4-seater, one of the most magnificent specimens we have ever had.—Below.

£245—M.G. 10hp sports saloon, open the doors, the inside looks new; drive it, it's magnificent.—Below.

£222—J.P. 500cc special single-seater, built by Joe Potts, the Scottish wizard, and ready for immediate track use.—Below.

£188—Mercedes-Benz, Oct. 1936, 15hp 4-door sports saloon, genuine specimen piece.—Below.

£135—Lagonda 3-litre open sports 4-seater, genuine carefully used vehicle, in excellent condition; 3 months' guarantee; hire purchase, exchanges.

LAMBS, of Wood Green, Finchley Showrooms, 421/423, L High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) (C2052)

VINTAGE AUTOS (proprietor Jack Bond).

RUN by an enthusiast for the enthusiast.

WE are probably the only dealers in the country who refuse to sell post-war "moderns" at any price and believe the future is in the past. Our stock of good, clean, pre-war thoroughbreds includes Vintage Sports cars and Continental cars of every description; always 30 cars in stock.

HEAD office and main showroom: 66, London Rd., Tooting. Tel. Mitcham 3951; and at our new branch for cheaper thoroughbreds under £150.—185, Elmwood Rd., Beckenham, Tel. Beckenham 2531. Our Tooting branch is open for inspection till 9 p.m. 7 days per week including Saturdays and Sundays. (C4039)

SPORTS & LIGHT CARS

Readers requiring sports and light cars will find a large and varied selection in these columns.

Readers having such cars for disposal should advertise same in "THE AUTOCAR" to ensure immediate results.

"THE AUTOCAR" specialises in small h.p. cars as well as the larger types.

ROWLAND SMITH'S for sports cars.

575 gns.—Austin A40 sports, September 1952, convertible coupe, exceptional.

545 gns.—M.G. Midget, September 1951, T.D. 2-seater, Cambridge blue, fawn leather, Marshall supercharger, oil coll. one owner, exceptional.

395 gns.—Allard, 1949 sports 2-seater, high-compression heads.

395 gns.—Singer 9, 1951 AAB sports roadster, red, fawn leather, heater, glass sidecreens, l.f.s.

345 gns.—M.G. Midget, October 1946, T.C. 2-seater, black, fawn leather.

295 gns.—Lagonda Rapier, 1935 model 10hp twin O.H.C. fourseater drop head coupe, very carefully used.

195 gns.—Austin 7, 1937 model Nippy sports 2-seater, low pressure tyres.

195 gns.—B.S.A. Scout, 1940 10hp sports 4-seater, reconditioned engine.

195 gns.—M.G. Midget, 1935 model 8hp P 2-seater.

145 gns.—Hillman Aero Minx, 1934 sports 4-seater, tonneau cover; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube).—Hampstead 6041. (C4018)

1947 Invicta Black Prince saloon.—See under Invicta (C4069)

CLAND & TABOR, Ltd., Welwyn By-Pass, Herts, A Welwyn 481/3, offer—

B.M.W. Veritas Meteor, first registered September 1949, just been completely overhauled, engine and axle at a cost of £400 and not been used since; or would exchange for XK120 or similar car with cash adjustment. (C1001)

JOHNSON & BROWN offer 1939 Mercedes-Benz 330 saloon, l.h.d., £275; Lagonda M.45 4½-litre V.D.P. tourer, recent engine overhaul, £295; 1937 model Mercedes-Benz 540K supercharged cabriolet, £250; Lancia Astura, Farina, pillarsaloon, 1939, exceptional, £275; Rolle-Borje 20 2-seater, £200; Rolle-Borje 20 Park Ward saloon, October, '28, exceptional, £255; we urgently require good sports saloons and touring cars.—Ringers Rd., Bromley, Kent (20 minutes Victoria). Ravensbourne 6479 and 2522. (C2073)

SPORTS CARS

ALVIS 12hp Firefly saloon, most perfect engine and chassis, good paint and plating, well shod, with heater, foglamp, fram, water pump, many spares, always maintained regardless, with original instruction book and leaflets, this is a perfect reconditioned car and is fast and economical.—Blackburn 6493 or 44718 after 6. (C753)

Sports Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for sports cars.—Hampstead (Tube), N.W.3, Ham 6041. (W4018 R)

BARTLETT will pay more for good sports cars.—27a, Pembridge Villas, W.11. Bayswater 0523. (W1015)

LOW-PRICED sports car wanted, will collect.—C. Arnold, 8, Homestead Way, Northampton. Tel. 31001. (6077)

PERFORMANCE CARS urgently require sports cars.—Great West Rd., Brentford, Middlesex. Ealing 6841. (W3041)

JOHNSON & BROWN require good Continental and English cars.—Ringers Rd., Bromley, Kent (20 minutes Victoria). Ravensbourne 6479 and 2522. (W2073)

TUNING repairs, unsalable spares made.—Automotenders, Ltd., Ferry Rd., Barnes, S.W.13. Riverside 6496. (0755 R)

S.S.

£110 o.n.s.—S.S. Airline saloon, good mechanical order, suit enthusiasts, really goes.—Ring Bodorgan 12, write Green, Henslop, Bodorgan, Anglesey, N. Wales. (6709)

STANDARD 8

SLOCUMBS, Ltd., Tel. Commercial Rd., Woking 330. (C2051)

CHOICE of 3 Standard 8s, 2 saloons and one drop head, all guaranteed; from £245; terms and exchanges, cars or motor cycles.—Slocumbs, Ltd., 86-52, Duddell Lane, N.W.10. Wansden 4669; nearest underground, Dollis Hill Station. (C4017)

BERKELEY SQUARE HOUSE GARAGE, Ltd., offer: 1953 Standard 8, green, 5,000 miles; £440. (6619)

BERKELEY Sq., W.1. Grosvenor 4343. (C1053)

£455—1954 Standard 8 saloon, new, 50 miles on'y.—Tel. Evesham 6539. (C1053)

£299—1948 Standard 8 saloon de luxe, small mileage, carefully used.—Below.

£199—1939 Standard 8 de luxe saloon, excellent car, beautifully maintained; choice of 2; 3 months' guarantee; hire purchase, exchanges.

LAMBS, of Wood Green, Finchley Showrooms, 421/423, L High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) (C2052)

1939 Standard 8 tourer, blue, excellent: £160.—Buntin's Motor Exchange, Harrow. (6837)

275 gns.—Standard 8, late 1948 fourseater drop head coupe, excellent condition; terms, exchange.—Rowland Smith, below.

265 gns.—Standard 8, September 1947 saloon, sliding head, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube).—Hampstead 6041. (C4018)

1954 model Standard 8 saloon, many extras, as new: £460.—S. P. Erskine & Sons, Commercial Rd., Woking 330. (C2051)

BRUTONS, Ltd.—1948 Standard 8 saloon, good condition, taxed: £296.—13-14, Osten Mews, Empress Gate, S.W.7. Fremantle 0342. (C1026)

1946 Standard 8 d.h. coupe, absolutely faultless, recellulosed black, exceptional value: £260.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. (C4019)

STANDARD 10

£185—1938 Standard 10 saloon, 4-door, black; bargain.—Haverstock Garage, Haverstock Hill, N.W.3. Gulliver 2652. (C2072)

£195—1938 Standard Flying 10 4-door de luxe saloon, grey, blue leather, £70 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. (C1024)

£225—42,000 miles from new, 1938 Standard 10 de luxe saloon, engine just reconditioned; whole car in original condition.—Rim Autosales, 68, Hartfield Rd., Wimbledon, S.W.19. Wimbledon 4825. (C2067)

STANDARD 12

345 gns.—Standard 12, late 1947 saloon, sliding head, leather, one owner, excellent condition; terms, exchanges.—Rowland Smith, below.

265 gns.—Standard Flying 12, 1939 de luxe saloon, sliding head, leather, l.f.s., very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube).—Hampstead 6041. (C4018)

£255—1939 Standard 12 de luxe saloon, looks and runs like 1948 model; choice 2; 3 months' guarantee; hire purchase, exchanges.

LAMBS, of Wood Green, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) (C2052)

1946 Standard 12 sun saloon, black/brown, really excellent condition, executor's sale; £295.—Bruce France, 8a, Cromwell Mews, South Kensington, Fla. 0513. (C2014)

1947 Standard 12 saloon, black, brown leather, excellent condition throughout with reconditioned engine and tyres as new; guaranteed 3 months; slip, £295.

DOUGLAS CAR SALES, 886-828, Great Cambridge Rd., Enfield, Tel. Enfield 5150. (C1075)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

STANDARD 12

STANDARD 12hp saloon, excellent condition, through-out, leather upholstery, sliding roof, fog lamp, twin screenwipers, tools, 1950 model recently overhauled, factory renovated engine sold owing purchase Armstrong Siddley; £250; trial invited.—Oakley, Gleveston, Ross-on-Wye Tel. Llangarfen 262. (C1632)

STANDARD 14

1948 Standard 14, clean, sound car throughout; £225.—Wray Park Garages, Reigate 2263. (C6939)

£165—1939 Standard 14 de luxe saloon; terms.—Autosnips, 5, Belham High Rd., Belham 1509. (C1009)

1947 8 Standard 14 saloon, one owner, absolutely as new; £375; 3 months' guarantee, terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey, Mountview 5228 and 5774. (C4054)

1949 Standard 14hp saloon, l.h.d., one owner, good condition; £245; exchanges, H.P.—11 Perryroad, Prestwich, Manchester, Prestwich 2057. (C6724)

1947 Standard 14 saloon, black, brown leather, excellent condition throughout with reconditioned engine and tyres as new; guaranteed 3 months; ship, £239.

DOUGLAS CAR SALES, 806-822, Great Cambridge Rd., Enfield, Tel. Enfield 5150. (C1075)

£325—1941 Standard 14 de luxe saloon, magnificently maintained, about 5 years old but literally looks and runs like new; 3 months' guarantee; hire purchase, exchanges.

LAMBS of Wood Green, Finchley Showrooms, 421/425, High Rd., Finchley, N.12. Finchley 6221 (East Finchley Underground). (C2052)

1939 Standard 14 de luxe saloon, one owner, 48,000 miles, in superb condition throughout; £265.—G. W. Wilkin, Ltd., 1, Weston Park, Kingston-on-Thames, Kin. 2241. (C4053)

1948 Standard 14 de luxe saloon, sunshine roof, one owner, original condition, guaranteed; £345; exchanges, terms.—Palmer, 3, Russell Gardens Meva, Kensington, W.14, Park 9704 and 5968. (C3054)

STANDARD 20

OVERSEAS CARS, Ltd., offer:—

1936 20 Standard Avon drop head coupe, grey, engine completely overhauled, new hood and tyres, exceptional condition throughout; £175.

OVERSEAS CARS, Ltd., 227, Epsom Rd., Knightsbridge, S.W.3, Tel. Kensington 7475. (C5031)

STANDARD VANGUARD

ALWAYS

STANDARD Vanguards, A selection with a written guarantee and free after sales service at

NAYLOR & ROOF, Ltd., 25, East Hill, Clapham Junction, S.W.11, Batt. 2252. (C3022)

SLOCOMBES, Ltd.

£485—1951 grey with red interior, heater, mirrors, etc., fine example, guaranteed; terms and exchanges with pleasure.—Slocombes, Ltd., 38-52, Dudden Hill Lane, Neasden, N.W.10, Willesden 4869; nearest underground, Dollis Hill Station. (C4017)

CAR MART, Ltd.

1953 Standard Vanguard Phase I saloon, radio, heater; £625.—Car Mart, Ltd., 320, Euston Rd., N.W.1, Euston 1212. (C1039)

ROUNDABOUT offer:—

1952 (October) Standard Vanguard saloon, colour blue, one owner, in exceptional condition; £345.

ROUNDABOUT Garage, Western Ave., Greenford, R. Middlesex, Wuxlow 1071-5. (C3056)

B. J. HUNTER, Ltd., offer:—

1951 Standard Vanguard saloon, well kept, chauffeur driven, £495.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2, Tel. Gladstone 6503. (C2040)

OVERSEAS CARS, Ltd., offer:—

1952 Standard Vanguard saloon, grey, red leather, heater, 22,000 miles; £495.

OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.3, Kensington 7475. (C5031)

WARWICK WRIGHT, Ltd., offer:—

1952 Standard Vanguard saloon, blue, 17,000 miles; £550.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1, Mayfair 9761. (C4045)

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1949 Vanguard saloon, grey, grey leather, radio, heater; £365.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford, Guildford 6297-8-9. (C4057)

D. J. SHEPHERD & Co. (ENFIELD), Ltd., offer:—

1952 Standard Vanguard saloon, grey, excellent condition throughout, fitted H.M.V. radio taxed; £385.—D. J. Shepherd & Co. (Enfield), Ltd., 438, Hertford Rd., Enfield, Howard 1631. (C4009)

BERKELEY SQUARE HOUSE GARAGE, Ltd., offer:—

1953 Phase II Standard Vanguard, blue, red leather, heater and overdrive; £700.

1953 Phase II Standard Vanguard, black, red leather, radio and heater, low mileage; £685.

BERKELEY SQUARE, W.1, Grosvenor 4345. (C6818)

1952 (April), green, fawn upholstery, heater, 20,000 miles, one owner, a clean, rattie free, well cared for car; £515.

RICHARD TAYLOR (GARAGES), Ltd., Victoria St., Stourbridge, Worcs. Tel. Stourbridge 5171. (C6776)

STANDARD VANGUARD

CHARLES POLLETT, Ltd., 18, Berkeley St., W.1, Mayfair 9761.

1952 Standard Vanguard sal., grey, heater, very good condition, serviced and guaranteed; £585.

SERVICE Works & Stores—Barnsdale Yard, off Elgin Ave., W.9, Cunningham 5936. (C2010)

1951 (December) Standard Vanguard estate car, 14,000 miles genuine, absolutely as new; £625, 3 months' guarantee; terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey, Mountview 5228 and 5774. (C4054)

1950 (October) Vanguard saloon, radio, heater, one owner, taxed; £450; terms and exchanges.

1952 Vanguard with leather, heater and Tygan loose covers, one owner; bargain; £575, or £192 deposit and 18 monthly payments; exchanges.—Starnes Motors, Standard Specialists, 105, Cricklewood Broadway N.W.2, Gladstone 2480. (C6825)

1949 Vanguard, excellent condition throughout, new engine, radio, heater, taxed; £355.—Smith's Car Sales, High Rd., Balham 7628. (C6856)

£385—1949 Vanguard saloon de luxe, magnificent 1951 models; 3 months' guarantee; hire purchase, exchanges.

LAMBS, of Wood Green, Finchley Showrooms, 421/425, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground). (C2052)

18000 miles only!!!—1952 Vanguard saloon, heater, leather, as good as new; £525!!!

—A. Z. Motors, Palmerston Rd., N.W.6, Mai. 4723. (C1011)

1951 Vanguard, black, red leather, heater, one owner, immaculate; £445.—Silverthorne Motors, Ltd., 11, Fitzroy Square, W.1, Euston 7611. (C4011)

625 m.s.—Standard Vanguard, 1953 saloon, heater, one owner, small mileage, spare unused, exceptional condition, terms, exchanges.—Rowland Smith, below.

395 m.s.—Standard Vanguard, late 1949, saloon, leather, one owner, good tyres, excellent condition, terms, exchanges; list, open 9-5, week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)

1950 registered Vanguard saloon, maroon, brown leather, heater, just resprayed, very good condition; guaranteed; £395.—Kings Motors, 1, High St., Hounslow, Tel. 5532. (C2049)

1952 Standard Vanguard saloon, leather, heater, one owner, magnificent condition; £560.

Hails (Finchley), Ltd., Odeon Parade, N. Finchley, N.12 (Tally Ho.) Hill 1044. (C6774)

1953 Standard Vanguard Phase II, beige with blue interior, 4,000 miles only, as new throughout; £695.—Bells Service Garages, 144, London Rd., Kingston-on-Thames, Kingston 1185. (C1016)

5000 miles only, 1953 Standard Vanguard II saloon; £695.—British & Colonial Motors, Ltd., 13-14, Upper St., Martin's Lane (Ad) Leicester Sq., Tube stn., W.C.2, Temple Bar 358. (C1027)

ARCHIE SIMONS & Co., Ltd.—1951 Standard Vanguard saloon, grey/red leather, nominal mileage, one careful owner since new; £495.—94, Gt. Portland St., W.1, Lan. 1343. (C4015)

1952 Standard Vanguard saloon, leather, heater, over-drive, screen washers, low mileage, immaculate condition; £595; 3 months' written guarantee.—Brown's Garage, Loughton (Essex) 4119. (C1034)

TANKARD & SMITH, Ltd., offer 1951 Series Standard Vanguard saloon; black/red leather, one owner; heater, low mileage, superb condition; £475; three months' written guarantee.—194-198, Kings Rd., Chelsea, S.W.3, Flaxman 4801-2-3. (C4026)

PRIDE & CLARKE, Ltd.—1952 Standard Vanguard saloons, silver grey/grey, grey/red, green/beige leather; all low mileage; heater; choice three from £519; 1951 blue/red, grey/grey (rare), heater; black/brown, choice three from £459; 1949 silver/blue, £399; three months' guarantee; terms, exchanges, lists.—Stockwell Rd., S.W.9, Brixton 6251. (C3066)

Standard Vanguard Cars Wanted

ROWLAND SMITH'S, The Car Buyers—Highest cash prices for Standard Vanguard.—Hampstead (Tube), N.W.3, Ham. 6041. (W4018/R)

£50 cash plus good 1946 Jaguar 3½-litre saloon, sun-metal, red leather, heater, dices, offered for private exchange with Vanguard saloon.—Box 3395. (C6771)

STANDARD MISCELLANEOUS

CARRS AUTO SALES, Ltd. Standard House, South End Crofton, Cro. 6088, Standard and Triumph Distributors for Croydon, Purley, Caterham, Epsom, Mitcham, Beckenham Bromley, Sidcup, Bexleyheath and Farningham. (C0026/R)

Standard Miscellaneous Cars Wanted

ROWLAND SMITH'S, The Car Buyers—Highest cash prices for Standard.—Hampstead (Tube), N.W.3, Ham. 6041. (W4018/R)

PRIVATELY owned Standard 12 or 14.—5, Brae Court, Kingston Hill Surrey, Tuise Hill 2768. (W2037)

MARSTON MOTOR Co., Ltd., for your Standard—Tel. Sta. 8030.—Seven Sisters Rd., Tottenham, N.15. (C181/R)

Standard Spares and Service

KJ MOTORS, Ltd., for spares, reconditioned units; Gilling agents.—Bromley, Kent, Rav. 3456. (C0567/R)

STANDARD spares and replacement units.—John Kaye (Leeds), Ltd., New York Rd., Leeds, 2, Te. 29439. (C0301/R)

STANDARD spares all models from 1935; replacement units, complete overhauls, reconditioning.—Puttocks Ltd., Alexandra Terrace, Guildford, Tel. 5391. (C4251)

Standard Spares and Service

STANDARD and Triumph spares and service; replacement units.—W. T. Richards (Bexleyheath), Ltd., 74-78, Broadway, Bexleyheath, Tel. 1666-7. (C0247)

STANDARD spares all models from 1934 by return of post; genuine factory replacement engines, 1939 onwards; quote commission number when ordering.

WHITE'S GARAGE, Ltd., Standard and Triumph Distributors, Grimsby, Tel. 5486. (C0475/R)

MARGATE, Kent—Service and spares for all models.—Post enquiries to Northdown Motor Co. (Distributors), Northdown Rd., Margate, Tel. Thanet 20405. (C4250)

STANDARD spares for all models, largest provincial stockists.—Hollingsdale Automobile Co., Ltd., Stockport (Tel. 4464); and Prince's Drive, Colwyn Bay (Tel. 3322). (C0359/R)

LANKESTER ENG., Co. Ltd. (distributors in Surrey since 1911).—Full range of spares, phone, write or call; orders dispatched immediately.—39-43, Eden St., Kingston, Kin. 5151-4. (C0296/R)

HALLS (FINCHLEY), Ltd., have a comprehensive range of Standard spares for immediate delivery and also reconditioned Standard exchange engines from 1939 onwards; guarantee three months; Gilling and Bendix stockists.—Arcadia Ave., Finchley, N.3, Finchley 5806/R. (C0032/R)

STUDEBAKER

METCALFE & MUNDY, Ltd.

1949 Studebaker Champion saloon, r.h.d., black, 4-door, leather upholstery, one of the most economical post-war American cars; £595.

280 Old Brompton Rd., S.W.3, Frenantle 5471. (C5064)

Sunbeam Spares and Service

COMPLETE CAR SERVICE, Ltd.—Sunbeam spares service.—Shandon Garage, Abbeville Rd., S.W.4, Tel. Tul. 4505. (C0515/R)

SUNBEAM-TALBOT

RAYMOND WAY.

RAYMOND WAY OF KILBURN.

RAYMOND WAY, the hire purchase specialists.

1952 Sunbeam-Talbot 90 saloon, fitted many extras, really immaculate throughout; £699/10s.

HIRE purchase terms on the spot with no reference, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6

R Maids Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). (C4047)

CAR MART, Ltd.

1951 Sunbeam-Talbot 90 saloon, radio; £675.—Car Mart, Ltd., Welsh Rqr, Edgware Rd., N.W.9, Hendon 6500. (C1039)

METROPOLITAN MOTORS.

(HUMBER, Hillman Sunbeam-Talbot, Commer.)

1951 Sunbeam-Talbot saloon; £665.—Metropolitan Motors, Horn Lane, Acton, W.3, Acton 16660. (C5064)

B. J. HUNTER, Ltd., offer:—

1951 Sunbeam-Talbot 90 saloon, excellent condition, positively unmarked; £625.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2, Tel. Gladstone 6503. (C2040)

AUTOMOBILIA, Ltd., offer:—

1950 (Apr.) Sunbeam-Talbot 80 4-door de luxe sunshine saloon, black, red leather, heater, radio, one owner, exceptional condition; £595.—Automobilia Ltd., Pippbrook Garage, Dorking 4504 3991. (C1039 1)

AUTOMOBILIA, Ltd., offer:—

1951 Sunbeam-Talbot 90 foursome convertible coupé, metallic blue, beige leather, heater, excellent condition; £595.—Automobilia Ltd., Pippbrook Garage, Dorking 4504 3991. (C1039)

WARWICK WRIGHT, Ltd., offer:—

1952 Sunbeam-Talbot 90 saloon, sun grey, 16,000 miles; £745.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1, Mayfair 9761. (C4045)

GUY SALMON AUTOMOBILES offer:—

1952 Sunbeam-Talbot 90 saloon, black/red leather, 4 new Dunlop tyres, a perfect example; £750.

1950 Sunbeam-Talbot 80 saloon, black/brown leather, 21,000 miles, Marchal head lamp, extremely good condition throughout; £575.

1950 Sunbeam-Talbot 90 coupe, genuine 12,000 miles only from new, one owner, H.M.V. radio, heater, quite exceptional condition; £650.—Portsmouth Rd., Thames Ditton, Emsworth 5551-2-3. (C4001)

GEORGE HARTWELL, Ltd., the Sunbeam-Talbot specialists.

£885—1953 (June) Sunbeam-Talbot 90 Mark IIa convertible, black with red interior, radio, 9,000 miles only.

£950—Sunbeam-Talbot Alpine Replica 2-seater coupe, alpine mist with light fawn interior, 1954 specification.

CONFIDENTIAL hire purchase, part exchange.

35—41, Holdenhurst Rd., Bournemouth, Tel. Bournemouth 4161. (C6781)

1951 Sunbeam-Talbot 90 saloon, bronze, extremely smart; £685.—Richards & Carr, 35, Kinnerton St., London S.W.1, Sloane 5425. (C5045)

1951 Sunbeam-Talbot saloon, beige, one owner, 17,000 miles, excellent condition, £635.—Logsdon, The Spinney, Royston, Herts 3176. (C4377)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

SUNBEAM-TALBOT

1939 Sunbeam-Talbot 4-seater tourer, very smart; 275 down balance 18 months.—Beadmore, 26, Queensway, W.2. Baywater 0136. [C1015]

1939 Sunbeam-Talbot 10 sal. faultless; £310.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [C4019]

CAMDEN MOTORS for Sunbeam-Talbots.—1951 90 saloon, 2½-litre Mark II model, in black, coachwork unimpaired and the whole car in very nice order indeed. £645.

CAMDEN MOTORS for Sunbeam-Talbots.—One 1952 Mark II drop head and one 1952 saloon, both in immaculate order. £725.

CAMDEN MOTORS for Sunbeam-Talbots.—Mark I 90 saloon, 1949 series (Dec. '48 delivery), two previous owners, carefully used and maintained. Black tri-co screenwash, passlights, etc.; £495.

CAMDEN MOTORS for Sunbeam-Talbots, Leighton Buzzard, Beds.—1954. Open till 9 p.m. Mondays to Saturdays. Write for catalogue. [C1055]

£695—1952 model (registered December 1951) Sunbeam-Talbot 90 saloon, grey, grey upholstery, recorded mileage 26,000, fitted heater, one owner in excellent condition.

DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266. [C1070]

1953 Sunbeam-Talbot 90 Mk. IIA (registered Oct. '52); as new; fitted radio, heater, rim-bellishers; £850.—Byrce Motors, Birmingham Rd., Stratford-on-Avon, Tel. 2700. [C549]

1952 Sunbeam-Talbot 90 black saloon, 13,000 miles; perfect condition; one owner, chauffeur maintained; heater; £800.—Apply, Viscount Harcourt's Estate Office, Stanton Harcourt, Oxford. [C630]

1953 Sunbeam-Talbot 90 saloon, finished in quartz blue with light fawn upholstery, fitted radio, heater and over-riders, ex-works, never privately owned 11,000 miles only; £900.

APPLETON & ARUNDALE, Ltd., Scarborough, Tel. 535. [C626]

ROYS offer for £52 deposit, 1940 Sunbeam-Talbot 2-litre sports saloon, good throughout, taxed; £295 cash; terms and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1 (near Camden Town Tube Station), Euston 2700 and 8894. [C8059]

JACK ROSE, Ltd., offer 1950 Sunbeam-Talbot 80 convertible, in black, red hide, clean and mechanically excellent; £575; also Sunbeam-Talbot 80 saloon, in metallic grey, almost unmarked, radio and heater; £450; thoroughly recommended.—Stafford Rd., Wallington, Surrey. Wallington 6677. [C9056]

Sunbeam-Talbot Cars Wanted

R. ROOTES DISTRIBUTORS

REQUIRE modern low-mileage Sunbeam-Talbot cars.

BIRMINGHAM—Lower Temple St. (Central 0411).

MANCHESTER—129, Deansgate (Blackfriars 6677).

MAIDSTONE—(Maidstone 3333).

CANTERBURY—(Canterbury 3252).

ROCHESTER—(Chatham 2251).

WROTHAM Heath—(Borough Green 4)

ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. [C1111/R]

R. ROWLAND SMITH'S, The Car Buyers—Highest cash prices for Sunbeam-Talbot.—Hampstead (Tube), N.W.3. Ham 6041. [W4018/R]

BARTLETT will pay more for good Sunbeam-Talbots.—27a, Penbridge Villas W.11. Baywater 0525. [W1013]

WANTED, 1953 or 1954 Mark IIA Sunbeam-Talbot 90 saloon, one owner; lowest price for cash; no dealers.—Box 3396. [C672]

URGENTLY required, 1950 Sunbeam-Talbot 80 or 90 saloon.—Gibbons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1621. [C4662]

BIRMINGHAM and Midlands.—Low-mileage Sunbeam-Talbot modern cars required by George Heath, Ltd., 180-184, Newhall St., Birmingham and Lower Temple St., Birmingham, 2. [C0089/R]

CRIPPS, of Nottingham, urgently require all recent models of Sunbeam-Talbot Cars.—R. Cripps & Co., Ltd., the Sunbeam-Talbot distributors, Parliament Hill, Nottingham. Tel. 653. [C465/R]

TALBOT

125 gns.—Talbot, late 1933, 3-litre saloon, sliding head, leather, i.f.s., manual gear change, radio; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith Hampstead (Hampstead Tube), Hampstead 6041. [C4016]

Talbot Cars Wanted

R. ROWLAND SMITH'S, The Car Buyers—Highest cash prices for Talbot.—Hampstead (Tube), N.W.3. Ham 6041. [W4018/R]

Talbot Spares and Service

LARGE stocks new and second-hand Talbot spares, 1929-36, included: ambulance.—Charr's Motor Works 206, Knights Hill, London, S.E.27. Gipsy Hill 0132. [C0864/R]

JOHN BLAND for pre-war Talbot spares and repairs; many spares manufactured including water pumps, water manifolds, oil filters, etc.; exchange service; spindled wheel hubs.—27, Southfields Rd., S.W.15. Vandyke 1612. [C0896/R]

TRIUMPH

1947 Triumph 2,000 coupe, guaranteed; £435; also

1938 Dolomite coupe, guaranteed; £265; payments. Oldfield, 396, Kensington High St., W.14. [C5029]

TRIUMPH

RAYMOND WAY.

RAYMOND WAY OF KILBURN.

RAYMOND WAY, the hire purchase specialists.

1952 Triumph Mayflower saloon, small mileage, one careful owner, fitted heater, coachwork and interior as new; £595.

HIRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maina Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C4047]

CAR MART, Ltd.

1952 Triumph 2,000 Renown saloon, heater; £745.

1953 Triumph Mayflower saloon; £555.—Car Mart, Ltd., 16, Uxbridge Rd., Ealing, W.5. Ealing 6600. [C1039]

SCOTT CARS offer:—

1951 Triumph Renown, immaculate example, heater; £595.

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Hampstead 2100-2676. [C4016]

B. J. HUNTER, Ltd., offer:—

1949 Triumph 2000 coupe, fine car, much above average; £325.

1948 Triumph 1600 coupe, late property of engineer; £450.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6305. [C2040]

AUTOMOBILIA, Ltd., offer:—

1951 Triumph Renown saloon, black beige leather, heater, windscreen washers, low mileage, one owner, excellent condition; £595.—Automobilia, Ltd., Pippbrook Garage, Dorking 4304, 3991. [C1086]

COLLIVER-FISHER, Ltd., offer:—

1948 Triumph 1900 major edge saloon, grey/grey leather, one owner, outstanding specimen; £425.—Northwood, Middlesex, Tel. 777 (4 lines). [C6006]

GUY SALMON AUTOMOBILES offer:—

1949 Triumph 2,000 razor-edge saloon, grey/grey leather, moderate mileage, an extremely well-maintained example; £535.—Portsmouth Rd., Thames Ditton, Esherbrook 551-2-3. [C4003]

H. M. BENTLEY & PARTNERS Ltd., offer:—

1949 Triumph Roadster, radio and heater 28,000 miles; £525.

9, Albemarle St., London, W.1. Tel. Grosvenor 5351. [C1018]

1953 Triumph Renown saloon, radio, heater, 2,000 miles; £685.

1953 Triumph Mayflower saloon, 5,000 miles, virtually as new; £595.

GORDON CARB (LONDON), Ltd., 373, Euston Rd., London, N.W.1. Bus. 6611. [C3023]

MAYFLOWER saloon, modest mileage, perfect.—3, Langfield Ave., N.W.7. Hen. 1606. [C629]

1951 Triumph 2,000, radio, heater, radio, heater, very exceptional condition; £575.—H. C. Paul, Ltd., 32, Bruton Place, W.1. Mayfair 0621-2. [C3040]

1952 (May) Mayflower saloon, one careful owner, leather, heater, loose covers, tax paid, mileage 6,000, as new; £525.—Below.

1950 (September) Triumph Renown, one owner, carefully maintained; £535.—Basil Roy, Ltd., 161, Ot. Portland St., W.1. Langham 7733. [C686]

1949 Renown, black, grey leather, H.M.V. radio, etc., excellent condition, carefully maintained; £545.—K. J. Motors, Ltd., Bromley, Ravensbourne 5456. [C662]

1949 (May) Triumph Roadster 2,000cc, grey, red hood (new) red leather upholstery, low mileage, first-class condition; £495.—H. A. Saunders, Ltd., 326-350, Euston Rd., N.W.1. Fuston 4511. [C3040]

475 gns.—Triumph Mayflower, September 1950, saloon, leather, heater, carefully used, exceptional; choice of three Mayflowers; terms, exchanges.—Rowland Smith, below.

395 gns.—Triumph 1800, December 1947, Roadster coupe, grey, blue leather, unworn spare, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

1953 Mayflower, grey, red leather, heater, loose covers, etc., 12,000 miles only, beautifully kept; £545; taxed.—41, Elm Park Court, Pinner, Middles. Tel. 5934. [C6719]

1953 (May) Triumph Mayflower, leather, heater, 9,000 miles, immaculate; £565.—Balls (Finchley), Ltd., Odeon Parade, N. Finchley, N.12. (Tally Ho) 1044. [C6673]

1953 Triumph T.R.2 sports Roadster, overdrive, heater, radio, seat covers, twin spots, taxed, mileage 2,500, cream/grey leather upholstery.—Ashland Garage, Ltd., Harthill, Stoke-on-Trent. Tel. 44884. [C6714]

1950 Triumph razor edge saloon 2000 model, finished grey with grey leather, one owner, 30,000 miles only, full equipment; £585, exchanges and hire purchase.—Orchard Garage, Providence St., Coventry, Tel. 2836. [C6899]

TRIUMPH Renown saloon, June 1950 one very careful owner, 34,000 miles, condition immaculate, heater, loose covers; £575 or £192 deposit and 18 monthly payments; exchanges.—Starnes Motors, Triumph special, 103, Cricklewood Broadway N.W.2. Gladstone 2880. [C5834]

Triumph Cars Wanted

R. ROWLAND SMITH'S, The Car Buyers—Highest cash prices for Triumph.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

MAYFLOWER saloon, well kept.—Hen. 9496. [C6530]

REALLY good Triumph Renown required.—Stradling, 30, Harley House, London, N.W.1. [W1066]

MARSTON MOTOR Co., Ltd., for your Triumph.—Tel. Sta. 6000.—Seven Sisters Rd., Tottenham, N.15. [C162/R]

FULL value paid for Triumph or similar; trade or privately.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016]

H. F. EDWARDS, Ltd., offer immediate cash for good Triumph.—Details, please, to 28-30, Upper High St., Epsom, Surrey. Tel. Epsom 9400. [W2001]

Triumph Spares and Service

BASIL ROY, Ltd., Triumph Spares Stockists, pre-war models.—161, Great Portland St., London, W.1. Lan. 7753. [C1043/R]

TRIUMPH spares for all post-war models; largest provincial stockists.—Hollingsdale Automobile Co., Ltd., Stockport (Tel. 4464); and Prince's Drive, Chelwyn Bay (Tel. 3322). [C0855/R]

UTILITY CARS

UTILITY VEHICLE CENTRE, offer:—

A LARGE selection of post- and pre-war Utilecons, estate cars, station wagons, etc., always in stock; enquiries invited.

100 Great Portland St., London, W.1. Langham 6044-5 (Private Branch Exchange). [C4072]

DICKS

1948 Lea-Francis 14hp utility, maker's body, just overhauled; £450.

1947 Alvis 14hp utility, full 6-seater, useful body; £395.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6888-9. [C1072]

CAR MART, Ltd.

1949 Austin 16hp shooting brake, reconditioned engine; £525.—Car Mart, Ltd., 37, Davies St., Berkeley Square, W.1. Mayfair 5011. [C1039]

CAMDEN MOTORS offer:—

A70 Countryman, 1952 series, a most outstanding specimen, latest-type radiator, bench-type front seat, built-in heater, rear access, etc., moderate total mileage; £625.

A40 Pick-up 1952, one owner, and in very, very good condition, heater, etc.; £425.

A40 Utility 1951, 6-seater with additional goods space, glass all round, extra doors at rear; £445.

STANDARD Vanguard estate car 1950, beautifully upholstered in rich leather, full 6-seater body, immaculate coachwork, the last word in luxury; £545.

MINX estate car, Phase III, 1949, purchased direct from wealthy local family, very smart and of reasonably moderate mileage; £485.

PACKARD 6-seater utility, 1936, very useful vehicle; £475.

CAMDEN MOTORS, Leighton Buzzard, Beds., Tel. 2041. Open till 8 p.m. Mondays to Saturdays. Write for catalogue. [C1055]

JACK STONE & SON, offer:—

1951 Austin A40 Countryman; 1950 Ford 16 7-seater; 1948 Ford 16 Martin Walter 7-seater; 1946 Hillman 10 5-seater; 1947 Austin 8 5-seater; 1945 Ford 10 5-seater; write for list.—221, Upper Richmond Rd., Putney, S.W.15. Tel. Putney 1054/5, 2276/7. [C0621]

PHILIP RICKARDS, Ltd., offer:—

1949 Standard Vanguard Estate car, green, heater, part exchanges, deferred terms.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772-3. [C3051]

WARWICK WRIGHT, Ltd., offer:—

1951 (October) Austin A70 Countryman, beige, heater, 26,000 miles; £675.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045]

ROYS AUTOMOBILES, Ltd., offer:—

£135 deposit.—1950 A40 Countryman, good; £435 cash.

£130 deposit.—1948 Minx estate utility Phase II; £385 cash.

£65 deposit.—1948 Ford 10 utilicon, 3 seats; £195 cash.

£65 deposit.—Ford 8 modern Anglia type utility; £195 cash.

£55 deposit.—1946/7 Bradford 6-light utility; £165 cash.

£55 deposit.—Packard utility, 7 seats, 4 doors; £165 cash.

£25 deposit.—Ford 8 utility 1935, sound; £75 cash.

MANY vans; see commercial column; terms and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1. (Near Camden Town Tube Station), Euston 2700 and 8894. [C3059]

R. ROWLAND SMITH'S for utility cars.

365 gns.—Hillman Minx, November 1947, 4-door estate car, fold-flush rear seating.

285 gns.—Ford 8, 1949, Utilecon, beige, fold-flush rear seating, exceptional.

225 gns.—Jeep (Willys), registered 1946, leather upholstery, hood, adisccreens, trafficators, electric screenwipers, spare wheel, good tyres, exceptional.

145 gns.—Ford V.8, 1937, 30hp utility, new timber body; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

UTILITY CARS

1946 Morris Sewt vans from £170; also
1946 Austin 500; £175; guaranteed, payments—
Oldfield, 356, Kensington High St., W.14.
Wes. 6631. (C3029)

1953 August Hillman estate car, 3,200 miles—
Weybridge 600. (C3023)

HILLMAN Minx estate car, 1948, 4-door bodywork,
steering column gear change, £385.
AUSTIN A40 Countryman green, brown upholstery,
A fitted with heater, £475.

LE-FRANCIS shooting brake, 1950, coachbuilt
wooden body, grained and varnished, £550.

FORDSON 10cvt estate car, new, 7-seater, fully
folding seats, £610/5/10.

AUSTIN A40 Countryman, new, ideal for private and
business use, £736/2/6.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220,
Cricklewood Broadway, N.W.2, Gladstone (C2308)

1948 Alvia 14, fitted with extremely smart utility
body in natural wood; £430.

ERIC HAYES, Ltd., 18, Bishop's Bridge Rd., Padding-
ton, W.3. Paddington 0288. (C3035)

£498—Riley 1½-litre 1948 low-built Utility 4-door,
tip-top condition, many others.

BENMOTOR, 1, Clarendon Rd., Holland Park, Lon-
don, W.11. Park 5066-7 (50yds Holland Park,
Tubel). Exchanges, h.p. (C1017)

£215—1946 Renault 8hp utility, grey, maroon
wings mechanically sound.—Speedwell 1455

1950 Bradford utility, green, 4 seats; £325.—
Buntings Motor Exchange, Harrow. (C3036)

1954 (new) Morris J type utility with 18 seats;
ideal schools, building contractors; immediate
delivery; £536.

TERMS: exchanges.—Cyril Sheppard of Reading,
Sonning 2545. (C470)

1947 Bradford utility, black, new engine Septem-
ber, 1953; £165.—Wards of Putney, 72, West
Hill, S.W.15. Vandyke 1077. (C666)

8, W.15. Vandyke 1077. (C666)

BRADFORD utilities for sale serviced by us; main
agents since 1922.—Buntings Motor Exchange,
Bonnersfield Lane, Harrow, Tel. 6225-6. (C621/2)

1953 Hillman Estate car, authenticated mileage,
3,500 only, cost nearly £800; price £695.—
Steele, Griffiths, London, S.E.5, Rodney 2201-6. (C6687)

1949 Ford 8 Martin Walter utility, excellent con-
dition; £295.—Jacquier, Ltd., 225-7, Ham-
mersmith Rd., W.6. Riverside 6677-8. (C3043)

1952 Austin A40, as new, with body fitted for
estate car, folding seats, small mileage, one
private owner, H.M.V. radio; offers over £450.—Write
Box 3340. (C6652)

ORDERS accepted for the new Bedford Dormobile;
£545; demonstration vehicle available; exchanges.
—Tarrant & Fraser, Ltd., 10, Winchester Mews,
N.W.3. Primrose 6159. (C597)

ROSE & YOUNG, Ltd., offer 1951 Bradford utility
de luxe, 6,000 miles on as new; £395.—45-59,
Sternhold Ave., Streatham Hill, S.W.2 (one minute
Streatham Hill Station). Tulse Hill 6464. (C3057)

1952 (Nov.) Humber Pullman chassis fitted Tick-
ford Estate type body, green, natural, real
radio; £375.

TICKFORD, Ltd., 8, Upper St. Martin's Lane,
W.C.2. Temple Bar 3358. (C4089)

£200 cash.—Series II Morris 12 saloon, original
paintwork, 250 B.S.A. motor cycle offered for
Vanguard Austin or similar estate car.—Carter, 1,
Bentley Rd., Nunston, Tel. 2916. (C6707)

A J. MOTORS offer end of season clearance.—1946
(read.) Austin 8 wooden utility, beautifully clean,
£150/11. 1944 Hillman 10 P.U. utility, £125/11. 1941
Ford V.8 22 wooden utility, £150/11.—Palmerston,
N.W.6. Mal. 4723. (C1012)

1939 Chevrolet 7-seater shooting brake in really
first-class condition throughout and indis-
tinguishable from new, late property of Royalty;
£450.—R. S. Mead (Sales), Ltd., 42, Queen St.,
Maidenhead, Tel. Maidenhead 3431-2. (C3011)

1951 (Nov.) Jowett Bradford de luxe utility, beige,
one owner, many extras, exceptional con-
dition throughout, any inspection invited, 3 months
guarantee; £350.—Trinity Cars, Ltd., 94, North Side,
Wandsworth Common, S.W.18. Vandyke 1166. (C4034)

1952 Bradford de luxe utility, one owner, 13,000
miles, many extras including special rear
Dunlop seat which forms a bed, this vehicle is in
amazing condition; £425.—G. W. Wilkin, Ltd., 1,
Weston Park, Kingston-on-Thames, Kin. 2241. (C4053)

£159—1948 (September) Jowett Bradford utility,
recent engine overhaul, new clutch, new
starter motor, brakes relined, new battery; terms, ex-
changes.—Chiters Cars, 11a, Water Lane, Leighton
Buzard, Bedfordshire, Tel. Leighton Buzard 2060.

GUY ALFREDS & Co., Ltd.—1952 Ford 10cvt van,
property of doctor, negligible mileage, outstanding
order; 1940 Morris Utility, 1950 cond.; 1951 Morris
van, plain finish, low mileage; 1953 Austin A40
Pick-up, 7,000 miles, as new.—E. T. Warren St., W.1,
Euston 3268. (C1005)

ALVIS 14hp 4-door shooting brake, 1949, one local
owner, low mileage, well maintained and in first-
class mechanical order, shapely and strongly con-
structed body with mahogany panels; a most attractive
vehicle with very good performance, radio and numer-
ous extras, not in need of overhaul or repairs; £375;
3 months' mechanical guarantee; terms and exchanges.
—Coachcraft, Elm Rd., Evesham, Tel. 6559. (C1053)

Utility Cars Wanted
ROWLAND SMITH, the Car Buyers.—Highest cash
prices for Utilities.—Hampstead (Tubes), N.W.3.
Ham. 6041. (W4018)

PACKARD and/or Armstrong saloons offered in ex-
change for really clean Humber W.D. utilities—
Box 3426. (C6892)

VAUXHALL 10

Vauxhall 10 4-door de luxe, genuine bar-
gain; £239.—G. P. (Baiham), Ltd., 2c, Bai-
ham Hill, S.W.12 (100 yards Clapham South Tube),
Bait. 1107-9-9. (C3024)

VAUXHALL 10 saloon, black/brown leather, com-
pletely overhauled for managing director's personal use,
1947 model fitted with a Ledbury rear blind—
Christoph Garages, Ltd., Ledbury Rd., Bay, 2948 night
6020. (C1042)

1938 Vauxhall 10hp saloon, very clean car in ex-
cellent order; £225 or £75 deposit, balance
over 18 months; exchanges, insurance, 50 cars always
in stock under cover; write for list.—Tulse Hill Motors,
Ltd., 26, Tulse Hill, Brixton, S.W.2, Tel. Tulse Hill
7106. (195 bus from Stockwell Tube Station passes the
door.) (C4071)

VAUXHALL 12

A CRES offer:—

1948 Vauxhall 12, black saloon, loose covers fitted,
one owner only, moderate mileage; £360.

CRES AUTOS, Ltd., 10 and 11, Ascot Parade, Clap-
ham Park Rd., S.W.4, Tel. Macaulay 2211-2. (C1002)

1939 Vauxhall 12 saloon; £245; 3 months' guaran-
tee, terms and exchanges.—140,

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd.,
Hornsey, Mountview 5226 and 5774. (C4054)

£325—Vauxhall 12/4 1946 4-door saloon, full
leather interior, excellent mechanically; many
others.

BENMOTORS, 1, Clarendon Rd., Holland Park, Lon-
don, W.11, Park 5066-7 (50 yds Holland Park,
Tubel). Exchanges, h.p. (C1017)

J. DAVY, Ltd., 1947 Vauxhall 12; £335.—180-4, Ken-
sington High St., W.8. 36411, and 215, Brompton
Rd., S.W.3, Ken. 1108. (C1069)

VAUXHALL 12/4, 1946 (May), excellent bodywork
and very good mechanical condition, new battery,
taxed, nearest £330 or exchange considered.—140,
Shardlow Rd., Alston, Derby. (C6732)

325 gns.—Vauxhall 12, September, 1946, saloon,
sliding head, excellent condition; terms, ex-
changes, list; open 9-7 week-days and Saturdays.—Row-
land Smith, Hampstead (Hampstead Tube). Hamp-
stead 6041. (C4018)

VAUXHALL 14

GATEHOUSE, offer:—

1939 Vauxhall 14 saloon, black, very clean; £265.—
Gatehouse Motors, Ltd., Highgate Village,
London, N.6. Tel. Mountview 4444. (C3021)

COOMBS & BONS (GUILDFORD), Ltd., offer:—

1948-49 Vauxhall 14, black, brown leather; £395.

COOMBS & BONS (GUILDFORD), Ltd., Portsmouth
Rd., Guildford, Guildford 62907-8-9. (C1057)

£85—Vauxhall 14 coupe, excellent condition.—Prim-
rose 5914. (C4006)

1938 Vauxhall 14 saloon, splendid car, unrepair-
able bargain; £150.

H. A. SAUNDERS, 144, Golders Green Rd., N.W.11.
Speedwell 0011. (C4004)

1939 Vauxhall 14, radio, etc.; £195; 3 months'
guarantee, terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd.,
Hornsey, Mountview 5226 and 5774. (C4054)

£185.—1937-8 Vauxhall 14 drop head foursome
coupe, exceptionally nice condition; £70
down.—Bray Motors, 180-184, West End Lane, N.W.6.
Hampstead 6490. (C1024)

1947 Vauxhall 14 de luxe saloon, immaculate,
engine just overhauled; guaranteed; £375.—
G. W. Wilkin, Ltd., 1, Weston Park, Kingston-on-
Thames, Kin. 2241. (C4053)

1939 Vauxhall 14 saloon, J-type, black, excellent
both mechanically and in appearance; £245.
—Garage Service Co., Ltd., 1081, Finchley Rd., Golders
Green, N.W.11, Speedwell 3652 or 7008. (C3019)

VAUXHALL WYVERN

A LWAYS

VAUXHALL Wyverns, A selection with a written
guarantee and free after sales service at

NAYLOR & ROOT, Ltd., 25, East Hill, Clapham
Junction, S.W.11. Bait. 2252. (C3022)

1949 Vauxhall Wyvern saloon, black, fawn interior,
equipped with heater and usual extras; £450.

BOTTOMGATE MOTORS, Ltd., Bolton Rd., Darwen
774. (C6788)

1953 Wyvern, grey, 11,000 miles, as new; £625.—
Knowles Bros. (Appleby), Ltd., Appleby,
Westmorland. (C6895)

1953 Wyvern, black, one owner, heater, carefully
used; £625.—Campbell Symonds, Wembley
6282. (C1057)

1950 Vauxhall Wyvern, black, very nice condition,
one owner; only £465.—L. F. Dove, Ltd., 69,
Broadway, Wimbledon, S.W.15. Liberty 3456. (C1077)

1953 (Apr.) Vauxhall Wyvern, 7,600 miles, taxed;
£650; terms and exchanges.—Starnes Motors,
103, Cricklewood Broadway, N.W.2, Gladstone 2480.

1951 Vauxhall Wyvern, one owner, black, brown
purchase and part exchanges welcomed.—Herbert &
Mills Church Rd., Ashford Middx, Tel. 2960. (C2035)

1953 Vauxhall Wyvern saloon, under 6,000 miles,
heater and radio £50 extra, as new; £685.—
Manor Motors, 17a, Motcombe St., Knightsbridge,
S.W.1. Bza.—218. (C6638)

WYVERN 1953 (October) available 2nd March,
mileage under 3,500, owner prohibited import
overseas country; £665.—Scott Vale Royal Hotel,
Tunbridge Wells, Tel. 968. (C6639)

Vauxhall Wyvern Cars Wanted

FULL value paid for Wyvern or similar; trade or
privately.—44, Streatham Hill, S.W.2, Tulse
2676. (W3016)

VAUXHALL VELOX

A LWAYS
VAUXHALL Velox. A selection with a written
guarantee and free after sales service at

NAYLOR & ROOT, Ltd., 25, East Hill, Clapham
Junction, S.W.11. Bait. 2252. (C3022)

SLOCOMBES, Ltd.

£585—1952 model in blue, very clean and smart,
excellent mechanically; guaranteed; terms and
exchanges with pleasure.—Slocombes, Ltd., 36-52,
Dudden Hill Lane, N.W.10, Willesden 4869; nearest
Underground Dollis Hill Station. (C4017)

AUTOMOBILIA, Ltd., offer:—

1952 Vauxhall Velox 4-door de luxe saloon, heater,
exceptional condition; £625.—Automobilia, Ltd., Pupp-
brook Garage, Dorking 4504, 3891. (C1089)

WARWICK WRIGHT, Ltd., offer:—

UNREGISTERED, slightly used Vauxhall Velox
(square engine), black grey with grey leather,
fitted radio and heater; £285.—Belov. (C3057)

WARWICK WRIGHT, Ltd., 150, New Bond St.,
W.1. Mayfair 9761. (C4045)

1953 (October) Vauxhall Velox, heater, extras,
one owner, 4,000 miles; £755.

GEORGE NEWMAN & Co., 369, Euston Rd., London,
N.W.1. Euston 4466. (C3023)

VAUXHALL Velox 19.1, black and brown leather, in
good condition; £435.—Tel. Euston 6071 or 2822,
9 till 6. (C6849)

1949 model Vauxhall Velox, choice of two; £415.
—Hillingdon Motors, 325, Long Lane,
Hillingdon, Tel. Uxbridge 412. (C2062)

1952 model (December, 1951) new type Velox,
grey, heater, screen clean, one owner, ex-
cellent condition; £585.—Belov. (C3057)

1951 (May) Velox, grey, red upholstery, heater,
one owner, immaculate; £525.—K. J. Motors,
Ltd., Bromley, Ravensbourne 5456. (C6663)

1951 E type Vauxhall Velox finished beige—
—Arlington Motor Co., Ltd., 14, High Rd., Wal-
tham Cross Herts, Tel. W.X. 2760. (C1392)

1952 Vauxhall Velox, square engine, blue, one
owner, heater, written guarantee; £399.—
London Cars, 592-6, Greenford Rd., Greenford, Middx.,
Wanlow 2645. (C3057)

£455!!!—1950-1 Vauxhall Velox saloon, speedo-
meter reads 17,000, whole vehicle looks as
though it has only done 5,000 miles; 3 months' guaran-
tee, purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms,
421-423 High Rd., Finchley, N.12, Finchley
6221. (East Finchley Underground). (C2052)

WALTER SCOTT, Ltd., 1949 Velox, black, leather,
heater, new radio, loose covers etc., exceptional
condition; £425.—39, College Crescent, Hampstead,
N.W.3 (Swiss Cottage Tube), Pri. 5914. (C4006)

395 gns.—Vauxhall Velox, 1949 saloon, radio, heater,
excellent condition; terms, exchanges, list; open
9-7 week-days and Saturdays.—Rowland Smith, Hamp-
stead (Hampstead Tube), Eamptstead 6041. (C4018)

1953 (June) Velox, grey, H.M.V. Radiomobile,
lamps, cigar lighter, immaculate throughout; £745.—
954, Chelsea Cloisters, Sloane Avenue, S.W.3, Ken.
4219. (C6704)

1951 (May) Velox saloon, grey, red leather up-
holstery, heater, spot lamp, Ace Rim-
bellishers, taxed Dec., excellent condition, any trial;
£495.—Capital Motor Co., Ltd., Tudor Garage, Totten-
ham Lane, Hornsey, N.8, Mountview 5451. (C6827)

CAMDEN MOTORS for Vauxhalls.—1952 Velox "new
type" saloon in black, good condition, buair in
heater, etc.; £395; also one of the same year with over
£100's worth of extra accessories, radio, heater, screen-
wash, Regency seat covers, fog and parklights.

CAMDEN MOTORS for Vauxhalls.—Leighton Buzzard,
C. Beds, Tel. 2041. Open till 8 p.m. Mondays to
Saturdays. Write for catalogue. (C1035)

VAUXHALL 25

1939 Vauxhall 25hp Grosvenor limousine two
owners only, in spotless condition, recondi-
tioned engine just fitted, leather throughout, genuine
sale, offers.—Tel. Hoo, Kent 258. (C6620)

VAUXHALL MISCELLANEOUS

SHAW & KILBURN, Ltd., for Vauxhalls

IT is important that the car you purchase is in excel-
lent condition throughout.

SELECTION of such modern Vauxhalls at

4-6, Berkeley Sq., W.1. Grosvenor 4328. (10017 R)

HAMILTON MOTORS (LONDON), Ltd., 466-480,
Edgware Rd., London, W.2, Paddington 0022 (12
lines). Vauxhall main dealers.

1952 (November) Vauxhall Wyvern, green, green
interior, heater, spotlight fitted body in ex-
cellent condition, one owner; £625.

1950 Vauxhall Velox, black with brown interior,
heater fitted, perfect mechanical condition;
£465.

1948 Vauxhall 12 saloon, dark blue, brown interior,
body condition good, mechanically sound;
£365.

1939 Vauxhall 10, black, red leather, body in good
condition, mechanically sound; £255.

A LWAYS a good selection of used Vauxhalls in
stock. H.M.L. will purchase for cash all Vauxhall
cars, including latest models. (C2052)

VAUXHALL and other makes of used cars in good
condition, let us know of your requirements. Tel.
Uxbridge 6432-3.—Gregory's of Uxbridge. (C6039 R)

GRAHAM BROTHERS (MOTORS), Ltd., Main
Vauxhall Dealers, 7-15, Peter St., Manchester, 2,
for sales service and parts.—Depots at: Ashton (Ash-
ton 1617), Didsbury (Didsbury 5446), Manchester
(Blackfriars 9887), Streetwork (Trafford 3311), Wilms-
low (Will. 4832). (C6285 R)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE, ETC.

Vauxhall Miscellaneous Cars Wanted

R **S** **ROWLAND SMITH'S**, The Car Buyers.—Highest cash prices for Vauxhall.—Hampstead (Tube), N.W.3. Ham 6041. [W4018/R]

S **SHAW & KILBURN**, Ltd., Vauxhall main dealers. WILL purchase modern Vauxhall cars. [0612/R]

W 4-6, Berkeley Sq., W.1. Grosvenor 4328. [0018/R]

PRIVATELY owned Vauxhall 10 or 12—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2037]

REQUIRED, good used Vauxhall—O. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000]

ARLINGTON MOTOR CO., Ltd., main dealers, will purchase post-war Vauxhall cars.—Tel. Westham Green 2760. [0612/R]

V **AUXHALL** cars, post-war models, urgently required. —Golly's Garage, Ltd., Earls Court Rd., S.W.5. Fremantle 6273 [0479/R]

H **F. EDWARDS**, Ltd., offer immediate cash for good Vauxhall.—Details, please, to 28-30, Upper High St., Epsom, Surrey. Tel. Epsom 9400. [W2001]

7-SEATER private 1937/38/39 Limousines required, cash waiting. Alpe & Saunders Ltd., Providence Court, North Audley Street. Mayfair-2941. [W1006]

URGENTLY required, post- and pre-war Vauxhalls: cash immediately.—Hamilton Motors (Ed.), Ltd., Vauxhall main dealers, 466-450, Edgware Rd., London. W.2. Call, write or tel. Paddington 0023. [W2032/R]

Vauxhall Spares and Service

C.A.C. **CROYDON AUTOMOBILE COMPANY**, Ltd.

V **AUXHALL-BEDFORD** rebuilt assemblies, exchanged at manufacturers' repair rates, complete rebuilt Vauxhall-Bedford electrical components, dynamos, starters, distributors, etc., exchanged up to 50% manufacturers' list price, radiator exchange service and all other repairs to your Vauxhall or Bedford at—**BEDFORD HOUSE**, 380-388, London Rd., Croydon. Tel. Thornton Heath 3276 (14 lines). [0605/R]

KJ MOTORS Ltd., for spares, accessories, exchange units.—Bromley, Kent. Rav. 3456. [0385/R]

VETERAN CARS

WELHAM'S Veteran Car Specialists, 5, Surbiton Hill Rd., Surbiton, Elmbridge 1873, buy and sell Pre. 1914. [C0970]

BERRINGER electric, belived 1902 "dogcart," successful participant in 1953 Veteran Run; £95.—69, Victoria Rd., Worthing. [6871]

Veteran Cars Wanted

H **IGH** price paid for 1896 to 1904 old car.—Warrick, Chigwell Row, Essex. [5236]

VOLKSWAGEN

COLBORNE GARAGE, Ltd., Ripley, Surrey.

T **HE** Volkswagen people, official main distributors: all spares and fully specialised service, coachbuilders and painting on premises; open for reception week-ends; new, used and reconditioned cars available. Tel. Ripley 2361. [0373/A]

V & F **MONACO MOTORS**—1947 Volkswagen, good condition, black, radio; £225.—Below. **MONACO MOTORS**—The only Volkswagen specialists in London; Volkswagen bought and sold; service, repairs, spares.—3a, Wetherby Mews, Earls Court, S.W.5. Frs. 4657. [6641]

1954 (Jan.) Volkswagen de luxe saloon, heater, mileage 200, as new; £535; terms; exchanges.—**BOROUGHBY GARAGE**, Ltd., 14, Lincoln Rd., Peterborough. Tel. 3021. [6740]

PERFORMANCE CARS, official Volkswagen agents: new and used models in stock.—Great West Rd., Brentford, Middlesex. Ealing 8841. [C3041]

1953 (Nov.) de luxe saloon in pastel green, mileage under 4,000; £595.—Frestwich (Hove), 144, St. John's Rd., Hove, Ex. Hove 34097-8. [6801]

Volkswagen Cars Wanted

R **ICHARDS & CARR** buy Volkswagen.—35, Elmington St., London S.W.1. Sloane 5424. [W3045]

MAYFAIR GARAGES, Ltd., top cash prices for Volkswagen.—Malden Rd., W.1. Mayfair 5104. [0415]

PERFORMANCE CARS urgently required Volkswagen.—Great West Rd., Brentford, Middlesex, Ealing 8841. [W3041]

V & F **MONACO MOTORS**—The Volkswagen buyers.—3a, Wetherby Mews, Earls Court, S.W.5. Frs. 4657. [0300/R]

Volkswagen Spares and Service

M **OOONS MOTORS**, Ltd., at their Davies Street (Mayfair 2351) and Dorset House (Weibek 7980) branches have factory trained mechanics and offer you full service with repairs and parts facilities. [0855/R]

WILLYS-Overland Spares and Service **JACK ODDING & Co.** Ltd., Willys-Overland distributors for the United Kingdom; service and new cars available for early delivery.—Audley House, North Audley St., W.1. Mayfair 3252. [63030/R]

WOLSELEY

E **USTACE WATKINS**, Ltd., the sole London distributors.

1952 (October) Wolseley 6/80, met. green, green upholstery, 13,000 miles, in excellent condition; £695.

E **USTACE WATKINS**, Ltd., 12, Berkeley St., W.1 (Mayfair 5851), and 12, Chelsea Manor St., S.W.3 (Fitzman 8181). [C0406]

WOLSELEY

COACHCRAFT offer—

£425—1950 Wolseley 6/80 saloon, one owner, properly maintained by main agents, many extras; 3 months mechanical guarantee, terms and exchanges.—Coachcraft, Elm Rd., Evesham. Tel. 6539. [C1053]

H. BEART & Co., Ltd., offer—

1953 (October) Wolseley 4/44 saloon, finished in metallic green, genuine 6,000 miles, and like brand new throughout; £795.

1952 Wolseley 6/80 saloon, metallic green with green upholstery, H.M.V. radio and heater; the property of one owner; low mileage and in exceptionally nice condition throughout; £595.

1951 Wolseley 6/80 saloon, metallic grey, with grey upholstery, 11,000 miles, complete throughout; £495.—102, London Rd., Kingston-on-Thames. Tel. 3548. [C1081]

£444—1949 Wolseley 6/80 de luxe saloon, spotless condition throughout.—Belus. **£325**—1949 Wolseley 14 de luxe saloon, looks and runs like 1948 model; 3 months' guarantee; hire purchase, exchanges.

L **FINCHLEY** Showrooms, 421-423, High Rd., Finchley, N.12, Finchley 6221. (East Finchley Underground.) [C2052]

BEARTS, of Kingston, Wolseley distributors.—Sales, spares and repairs.—102, London Rd., Kingston. Tel. 3548. [C1081]

1950 (Oct.) Wolseley 4/50 saloon, 12,000 miles, fawn/brown, one owner, heater, exceptional car; £465.

G **ELMIDGE** 8755. [C2005]

1953 (Sept.) Wolseley 4/44, black, 4,500 miles, heater, many extras; £795.—46, Gillingham Rd., Gillingham, Kent. Tel. 5495. [6404]

1939 (October) Wolseley 14 saloon, black, new engine, many extras, in splendid condition throughout; 3 months' guarantee, terms; £250.

G **EE CARS** Ltd., 60, Queenstown Rd., S.W.8. Mac. 3363. [6381]

1946 Wolseley 14, excellent condition; £325; 2 owners.—A. J. Norrington, 35-51, Hanger Lane, W.5. Ferriave 0530. [6616]

1953 (October) Wolseley 4/44 saloon, 1954 model, green, green hide, 1,322 miles only, as new; £785.—Middlesex Motors, Harrow 0022. [6820]

£450—Wolseley 4/50, August, 1948, radio, heater, excellent throughout.—Gordon Mackintosh, 80, Kingsbury Road, N.W.3. Col. 7542. [6726]

1950 Wolseley 6/80 saloon, managing director's personal car, heater, radio; £495.—Steele Griffiths, London, S.E.5. Rodley 2201-6. [6691]

JUNE 1952 Wolseley 680, metallic grey, grey leather, 14,000 miles, taxed, spare unused, very nice motor; car; £605.—Tel. Buxton 6971 or 2924, 9 Hill 6. 6551 [6726]

1952 Wolseley 6/80, immaculate, 10,000 miles; £590.—Mearns Motor Sales Organisation, 368-370, Kensington High Street, W.14. Western 9521 [6886]

JACK ROSE, Ltd. (Wolseley Agents and Stockists).—1952 6/80 Wolseley saloon, in grey, almost unmarked; £595.—Stafford Rd., Vauxhall, Surrey. Wallington 6677. [C0556]

495 cns.—Wolseley 4/50, late 1950, saloon, moonstone grey, brown leather, radio, heater, excellent condition; terms; exchanges.—Rowland Smith, below. [C0416]

325 cns.—Wolseley 18, 1946 de luxe saloon, sliding head, leather, excellent condition; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube) Hampstead 6041. [C0416]

1949 (Aug.) Wolseley 6/80 saloon, black with beige leather, heater, regularly serviced, excellent; £445.—Pantiles Service Garage, London Rd., Guildford 5326. [C0385]

1947 (mid.) Wolseley 18 4-door saloon, 39,064, just taken in part exchange for sports car and offered at low price for quick sale; taxed; £295.—Speedsters, Ltd., Hurley (Surrey) 628, until 9 p.m. [C4020]

1937 Wolseley 18 4-door saloon, grey, brown leather, recent overhaul, very clean, excellent condition throughout, guaranteed; £195.—Kings Motors, 17, High St., Hounslow, Tel. 3382. [C2048]

C **AMDEN MOTORS** for Wolseleys—1949 6/80 saloon, March delivery, recently fitted works replacement engine (3,000 miles), original finish in beige, tan leather interior, quite immaculate; £475. [C0556]

C **CONDITION** practically as new throughout, nominal mileage, one owner only; £625.

C **AMDEN MOTORS** for Wolseleys.—Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays. Write for catalogue. [C1035]

PRIDE & CLARKE, Ltd.—1950 Wolseley 6/80 saloons, beige/brown (heater, one owner), maroon/brown (one owner); choice two from £449; three months' guarantee; terms, exchanges; lists.—Stockwell Rd., S.W.9. Brixton 6251. [C3068]

L **IMOUSINES**, 1950/25hp, partition, forward occasional, black, genuine mileage 4,000, unblemished, bargain, £395. Also 1946, mileage 18,000, privately chauffeured, £745. Detailed lists. Competitive prices. Alpe & Saunders Ltd., Providence Court, North Audley Street. Mayfair-2941. [C1006]

Wolseley 4/50 Cars Wanted **ROWLAND SMITH'S** the car buyers.—Highest cash prices for Wolseley 4/50.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

Wolseley Cars Wanted **R** **S** **ROWLAND SMITH'S**, the car buyers.—Highest cash prices for Wolseley.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

PRIVATELY owned Wolseley.—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2037]

T **HE CAR MART**, Ltd., London, wish to purchase Wolseley cars.—Welsh Harp, Edgware Rd., N.W.3. Hendon 4500. [0721/R]

Wolseley Cars Wanted

H. F. EDWARDS, Ltd., offer immediate cash for good Wolseley.—Details, please, to 200, Great Portland St., London, W.1. Tel. Langham 0012. [W2005]

Wolseley Spares and Service

W. JACOBS & SON, We specialise in spares and repairs of all models of Wolseley cars. **W. JACOBS & SON**, Mill Garage, Chigwell Rd., South Woodford, E.18. Wanstead 7783. [0645]

WOLSELEY spares and repairs.—Ramsay Motors, Ltd., 242-248, High St., Barnet 3940. [0702/R]

R. HARDY & SON, 55, Marylebone High St., W.1. Welbeck 1101. Spares, reconditioning, units, service and repairs for all Wolseley 1937-1951 models. [0316/R]

EUSTACE WATKINS, Ltd., Chelsea Manor St., S.W.3 (Fitzman 8181), for Wolseley service, complete overhauls, coachwork and reconditioned engines. [0677/R]

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RAYMOND WAY:

RAYMOND WAY, the hire purchase specialists. **H** **ERE** are 5 cast-iron reasons why everybody's going to KILBURN WAY:—

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5. Every machine is plainly marked with price, year and model.—Raymond Way, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo Line, 150 yards). [0629/R]

R **OBINS**, 98, Upper Richmond Rd., Putney, always sell good cars; send for list; established 30 years. [C3010/R]

AUCTION sales of motor vehicles and accessories are prior to sale.—Entry forms and full particulars of T. Bannister & Co., Market Place, Haywards Heath. **D** **E** **TAILED** advertisement will appear in this paper prior to sale.—Entry forms and full particulars of the Auctioneers. (Tel. 607.) [0299]

WEST LONDON MOTOR MART offer a large selection of vehicles mostly under £150, deposit from £25; immediate hire-purchase and insurance facilities.

WEST LONDON MOTOR MART, Ealing Rd., G. West Rd., Brentford, Middx. Ealing 8842. [C3010]

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Miscellaneous Cars Wanted

R **S** **ROWLAND SMITH'S**, the Car Buyers.—Highest cash prices.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

G **ATEHOUSE MOTORS**, **A** **RE** **BUYERS** of all makes of cars.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Mou. 4441. [W2021]

I **F** you wish to sell your car for cash, write, 'phone or call **G** **EORGE NEWMAN & Co.**, 369, Euston Rd., London, N.W.1. Buxton 4466. [W2023/R]

C **ASH** for cars.—Smith's, 86, Chalk Farm Rd., N.W.1. Jul. 2767. [0862/R]

H **EALEY** Elliott, A90, 2½-litre Jaguar or Riley required by private buyer; details.—Box 3580. 16756

C **ASS'S MOTOR MART** are buyers of all makes of carefully used cars and utilities.—5, Warren St., W.1. Buxton 4110 and 5523. [W2109]

P **RE** or post-war saloon, 10 or 12hp urgently required for cash; call or 'phone.—Mac Motors (Surrey) Ltd., 76, Brighton Rd., Surbiton, Elmbridge 3974. [W3072]

P **RIDE & CLARKE**, Ltd., the car and motor cycle buyers.—Immediate cash offer any make, year or model; E.P. accounts settled; exchanges.—Write, call or 'phone Brix. 3008, Stockwell Rd., S.W.9. [0740/R]

N **AYLOR & BOOT**, Ltd., are cash buyers of Austin 10, Fiat, Ford, Hillman, M.G. Standard, Triumph, Singer, Vauxhall and Wolseley.—25, East Hill, Clapham Junction S.W.18. Battersea 5872. Open 9-6 p.m. each week-day including Saturday. [W3022/R]

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S. A. COLES Ltd.—England's leading motor cycle specialists offer a large selection of new models for immediate delivery; exchanges; hire purchase; everything for the motor cyclist.—364-368, High Rd., Leyton, E.10. [0341/R]

MOTOR HEARSES

C **OMPLETE** hearses immediate delivery Austin Sheerline 16hp, A70, Humber, Roller; photographs available. Call or write **A** **LPE & SAUNDERS** (COACHBUILDERS), LTD., Head Office Hearses enquiries, Station Approach, Kew Gardens, Richmond, Surrey. [6806]

W **OODALL NICHOLSON**, Ltd., build the best hearses in the country; second-hand usually in stock; established 1846.—Well Lane, Halifax. Tel. 4231. [0795/R]

Motor Hearse Wanted

W **ANTED**, sound, fairly modern second-hand hearse; lowest price.—Box 3409. [6615]

S **ECOND-HAND** hearse-type motor hearse wanted. Austin preferred.—Box 3376. [6754]

This section closes for press at 10.0 a.m. on Fridays

COMMERCIAL VEHICLES

NEWNHAMS, Ltd

1953 (Sept.) Jowett Bradford van, 2,500 miles only, £275. HAMMERSMITH RD., London, W.6 Riverside 4648. (M3024)

CAMDEN MOTORS offer:-

FORD 5cw. van, 1950 model, as clean as a new pin, very good engine and tyres, £245.

AUSTIN A70, 1950, specially adapted vehicle for the ice cream trade, can be used as a mobile shop or other purpose. Very lined interior, rear access with special serving flap, very smart cream and blue finish, a most desirable vehicle and absolutely unrepeatable at £355.

AUSTIN 12hp, 1936 van, suitable for rough work, tidy and reliable, good tyres, ready to go into immediate service, £45.

AUSTIN A40 1949 van, cellulosed in blue, unlettered, excellent mechanical condition, low petrol consumption, spacious body, £245.

PRE-WAR vans: Austin, Bedford, Morris 8, 10 and 12cw, special clearance prices from £35.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 6 p.m. Mondays to Saturdays. Write for catalogue. (C1035)

1946 Austin 8 5cw van, highly recommended: £75 down.—Bray Motors, 160-184, West End Lane, N.W.6. Hampstead 6490. (C1024)

BRADFORD vans for sale serviced by us, main agents since 1922.—Bunting's Motor Exchange, Bonnersfield Lane, Harrow, Tel. 6225/6. (C1024)

1950 (late) Vanguard pick-up, exceptional condition one owner, low mileage; £325, consider part exchange.—"Fourteen," Offington Gdns., Worthing, Swanedan 849. (C1027)

ROYS AUTOMOBILES, Ltd., offer:-

£130 deposit.—1952 A70 pick-up with tilt; £390 cash.

£65 deposit.—1949 Ford 8 van, many extras; £195 cash.

£65 deposit.—1949 Bradford van, excellent; £195 cash.

£65 deposit.—1948 Morris 8 van, as new; £195 cash.

£65 deposit.—1947 Austin 8 and 10 vans; £195 cash each.

£59 deposit.—1949 Trojan 15cw van, good; £175 cash.

£59 deposit.—1946 Ford 12cw van; £175 cash.

£59 deposit.—1946 Ford 8 van, recon. engine; £175 cash.

£55 deposit.—1946 Ford 8 and 10 vans, good; £165 cash each.

£55 deposit.—1948 Bradford pick-up truck; £165 cash.

£25 deposit.—1937 Morris 10 van, really good; £75 cash.

MANY utilities, see that column; terms and exchanges. Roys Automobiles, Ltd., 127, Parkway, N.W.1 (near Camden Town Tube Station). Euston 2700 and 8894. (C1059)

COOMBS & SONS (GUILDFORD), Ltd., offer:-

1952 Austin A40 pick-up, heater, loose covers, one owner since new; mileage 15,000; £365.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. (C1057)

NEW A40 van, heater, extra seat, green.—Pal. 5576-7. 14686

NEW THAMES 5cw and 10cw vans available immediately. Tel. Langham 1594-5. (C102/R)

ARTHUR E. GOULD, Ltd., 290-2, Regent St. W.1. Tel. Langham 1594-5. (C102/R)

NEW Morris J type 10cw forward control van, immediate delivery £245.

TERMS, exchanges.—Cyril Sheppard of Reading, Sonning 2345. (C473)

1951 Austin A40 pick-up, one owner, excellent condition throughout; £295.

MAYFAIR CARRIAGE CO., Ltd., The Hyde, Edgware Rd., N.W.9. Col. 8052. (C1004)

1944 10hp pick-up truck with tilt, ex-fire brigade, splendid condition; £165.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. (M2022)

225 cns.—Fordson (Thames), 1952, 5cw van, unlettered, one owner, spare unused, exceptional; terms, exchanges.—Rowland Smith, below.

IMMEDIATE delivery new Ford (Thames), 5cw and 10cw vans, terms, exchanges: 1st open 9-7 week, days and Saturdays.—Rowland Smith, Hampstead, (Hampstead Tube), Hampstead 6041. (C4018)

1951 Morris J 10cw, sliding doors, forward control, one owner, excellent condition; £295; terms.—A. F. Norrington, 35-51, Hanger Lane, W.3. Perivale 0530. (C617)

1952 (Sept) Ford 10 gwn van, £450; Ford 5 gwn van, £150; Bedford 10 12cw gwn van, £160; Morris 10cw van, £165; exchanges, terms.—Palmer's, 3, Russell Gardens Mews, Kensington, W.14. Park 9704 and 5968. (C3034)

NEW & USED CARAVANS, TRAILERS, ETC.

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ACCORDING to the latest official h.p. figures, U.K.'s largest caravan distributor has sold 922 vans, retail on h.p. out of 6,787 sold on h.p. by all the several hundred caravan companies in 10 months of 1953. Why? Because of his far larger selection, his unique unconditional guarantee, better h.p. acceptances, the help given by the Caravan Residents Association for sites, etc. And also because his customers trust and recommend him after they have had dealings with him. So why not write for 11b of free brochures and advice articles to Epsom, A.S., Taplow, please? All branches open 7 days a week.—A. S. Jenkinson, Ltd., Equal Selection London Branch, 80, Oxford St., London, W.1. Tel. Langham 5606-7. Two mins. Tottenham Court Road Tube. Also: Bath Road, Taplow, Bucks. Tel.: Maidenhead 3434. Easy to reach, right on Main A4. Taplow Station 4 mins. 37-39, Hammersmith Bridge Rd., W.6. Tel. Riverside 3141. 1 min. Hammersmith Broadway. (M2045)

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AS agents for all reliable makes of caravans we offer Berkeley, Europa and Governor, Marston, Investor, Bluebird, Campmaster, Newport Knight, Lynton Haven, Sprite, Simpson, Woodley, etc., from stock for cash or easy terms, with security and private sites will all conveniences.—Write for free copy "Caravan Topics."

WATFORD CARAVANS, Ltd., Hall Park Garage, Berkhamstead, Tel. Berkhamstead 1570-71. (O035/R)

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£360.—26hp Dennis motor caravan, 4 berth, calor, 61man Tel. New Cross 1092 (London). (J254)

START the year happily! With spring just round the corner, it's time to think about caravan holidays; you'll find the ideal solution in an F.O.C. touring caravan, easily towable by medium h.p. cars.

FOR prompt delivery, send slightly used models and no fancy prices, you can't beat Ferraris of London; all caravans stored free till Easter; send for free illustrated booklet "Happy Homes Unlimited" and details of "No-Risk Savings Plan," mentioning this paper; 1954 hire fleet, booklet and tariff ready.

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GOOD class caravans for hire on attractive site at Crombie Point, Exmouth, April to September.

A 150 small mobile fleet, consisting mainly of lightweight 4-berth, good proprietary makes; hire one of these and save the long tow to Devon.

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CARAVAN ACCESSORIES

CAR makers approve Witter towing brackets.—Witter, 134, Foregate St., Chester. 4 (O579/H)

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WORTH caravan and trailer: chassis, undergears, couplings, locks, jockey wheels and all component parts; write for lists.—Jerry Wadsworth & Son, Ltd., Ripponden, Yorkshire. (O095/H)

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H. F. EDWARDS & Co., Ltd., Sole Distributors for London, Middlesex and Surrey, invite Retail and Trade enquiries for the outstanding new A.C. 2-litre models 2-door saloon, 4-door saloon, sports tourer and Ace sports (2-seater); illustrated brochures upon request, demonstrations with pleasure, sales and service.—H. F. Edwards, 200, Great Portland St., London, W.1. Tel. Langham 0012. (C3003)

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LYVTS—early delivery of all models.—Dunham & Haines, 46, Castle St., Luton 2100-1. (C1079)

MANCHESTER—Alvis main agents; sales and service.—A. Freeman Ltd., Grosvenor Garage, Burnage Lane, Mc. 19. Rus. 2874/5. (O625/R)

ARMSTRONG SIDDELEY

NEW Sapphire 6-light saloon, black/red; list price, 1685; part exchange, cash either way.—Tel. Bushby Heath 1685. (N2017)

HENLYS, Ltd., 1-5, Peter St., Manchester.—Armstrong Siddeley distributors for Lancashire and part Cheshire.—Tel. Blackfriars 7643. (O603/R)

PAWES & JOYCE, Ltd., England's largest distributors, for the new superb Armstrong Siddeley Sapphire.—184-188, Ot. Portland St., London, W.1. Museum 1001. (O711/R)

HIRE and try before you buy the lovely Sapphire, electric synchro-mesh change.—Details from Wilsons Automobiles & Coachworks, Ltd., 54, Acre Lane, London, S.W.2. Brixton 4011, or 5, Dorking Rd., Epsom, Surrey. Epsom 3901. (O324/R)

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STEELE GRIFFITHS, official London Armstrong Siddeley agents; immediate delivery Sapphire; demonstrations anywhere.—London, S.E.5. Rodney 2301. (16606)

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AUSTIN

C THE CAR MART, Ltd., London, Austin distributors, accept orders for delivery in rotation.—297, Euston Rd., N.W.1 Euston 1212 (O351/R)

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IMMEDIATE delivery New A30 Seven, A40 Somerset and A70 Hereford saloons.

ALL models supplied, your car, 5-wheeler or motor cycle taken in part exchange; confidential H.P. terms; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. (C4018)

D. J. SHEPHERD & Co. (ENFIELD), Ltd., offer:-

AUSTIN A70 and A30 saloons for immediate delivery. —D. J. Shepherd & Co. (Enfield), Ltd., 436, Hertford Rd., Enfield. Howard 1631. (E4009)

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AUSTIN

NEW Austin A30 saloon.—Herbert & Mills, Ltd., 91, Portland St., W.1. Langham 3506-7. [N2036]

EVANS & KITCHEN, Birmingham, offer the finest selection of new Austins.—Midland 2781. [10074/R]

NEW Austin A40 1/2 sal., black, brown leather upholstery, immed. del., 2559/10/4. [C4029]

TICKFORD, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3338. [C4029]

NEW Austin A70 black sun saloon, for immediate delivery.—Chain of Ealing, Perivale 4404/5. [N1045]

A40 saloon, sunshine roof, heater; list price; 3 months' guarantee; terms and exchanges. [N1045]

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NEW A40 and A70 models available for immediate delivery; your enquiry will receive our immediate attention. [N1045]

BREW BROTHERS, Ltd., 133, Old Brompton Rd., S.W.7. Fremantle 3335. [N1083]

SOUTHCOTE area, N.13, N.14 and N.21.—Direct agents for all models; open 8-6 week-days, Sundays 9-12. [N1045]

CRINGFIELD GARAGES, Ltd., Pal. 5576/7; evenings, Pal. 8974.—Winchmore Hill Rd., Southgate, N.14. [10272/R]

BREW BROTHERS, Ltd., agents for Austin cars, sales and service.—133, Old Brompton Rd., S.W.7. Fremantle 3335. [N1083]

L. F. DOVE, Ltd., main dealers and vehicle distributors, Austin.—See all the models at 111-115, Addiscombe Rd., Croydon. Addiscombe 3065. [N1077/R]

AUSTIN A70 saloon, black; 2599/7/6.—G. W. Wilkin, Ltd., 1, Weston Park, Kingston-on-Thames, Kin. 2241. [N4022]

STEEL GRIFITHS, Austin official direct dealers; immediate delivery; annual replacement; low mileage exchanges welcomed.—London, S.E.5. Rodney 2201. [16680]

IMMEDIATE delivery new Austin A70 de luxe saloon, Buckingham green; A40 de luxe saloon, beige.—Croydon Automobile Co., Ltd. Thornton Heath 3276. [15205]

MEBES & MEBS, Ltd. (est. 1895), offer delivery of most models including A40 coupe, black, from stock.—The Broadway, Mill Hill N.W.7. Tel. Mill. 2040. [N3012]

IMMEDIATE delivery of Austin A70 Hereford saloons, A40 Somerset saloons, A40 Countryman and A30 2-door saloons.—Charles Richards, Ltd., 56, Baywater Rd., Pad. 1820. [N3050]

A30 2-door, A40 saloon, A40 Countryman, A40 van, A40 pick-up, A70 saloon; available immediate delivery.—H. A. Saunders, Ltd., 326-330, Euston Rd., N.W.1. Bus. 4511. [N4040]

TRINITY CARS, Ltd., Austin retail dealers, for early delivery of Austin A30, A40 and A70 saloons and other models.—94, North Side, Wandsworth Common, S.W.18. Vandyke 1165. [N4034]

YOU couldn't do better than secure your new Austin for immediate delivery, A40 saloons and Countryman, A30 2-door saloons, A70 saloons, current market value for your present car subject to inspection. [N2008]

FERRARIS & W.2. CRICKLEWOOD, Ltd., 300-320, Cricklewood Broadway, N.W.2. Gladstone 2234. [N2008]

SMITH & HUNTER OF KENSINGTON Austin Direct Agents, accepting orders rotational delivery, exchanges, deferred terms.—376, Kensington High St., W.14. Western 3212. [N4013]

IMMEDIATE delivery A70 saloons, A70 Countryman, A40 coupe, A40 pick-up, A40 Countryman and A40 van; exchanges and deferred terms.—Lankaster Engineering Co., Ltd., 39-43, Eden St., Kingston. Tel. Kin. 3151-4. [10263/R]

SHERLINE and Princess saloon, 16hp hire car, A70, A40, A30 and all commercial models.—Prynn & Stevens, Ltd., the South London Austin Depot, 57, Acton Lane, S.W.2. Repairs and Service to Austin exclusively. Brixton 1155, Streatham 7352. [10889/R]

AUTO UNION

SOLE Concessionaires (United Kingdom) for the new Sonderklasse D.K.W. Three-Six 536 c.c. car, saloon, fixed head coupe, 2-seater and 4-seater cabriolet models. [N4056/R]

A.F.N., Ltd., London Rd., Isleworth, Middlesex. (Hounslow 0011). [0456/R]

BENTLEY

CAR MART, Ltd., OFFICIAL retailers, will be pleased to accept orders for future delivery for the Bentley Mark VI with standard or special coachwork. [N1039/R]

CAR MART, Ltd., Gloucester House, 150, Park Lane, W.1 (Corner of Piccadilly). Grosvenor 3434. [N1039/R]

GROSE, Ltd., Northampton. OFFICIAL Bentley retailers. [N1039/R]

SHOWROOMS and service. [N1039/R]

MAREPAIR, Northampton. Tel. 4540. [10569/R]

DAVID ROSENFELD, Ltd., OFFICIAL Bentley and Rolls-Royce retailers. [N1039/R]

SHOWROOMS: 1-5, Peter St., Manchester, 2. [N1039/R]

PHONE: Blackfriars 4942. [N1039/R]

SERVICE Station, Chesham Hill Rd., [N1039/R]

MANCHESTER, 8, Tel. Blackfriars 2302. [10506/R]

H. A. FOX & Co., Ltd., officially appointed Bentley retailers and service agents.—Showrooms and Head Office, 3-5, Burlington Gardens, Old Bond St., London, W.1. Tel. Regent 7687. [16649]

BENTLEY

RIPPON BROS., Ltd., the largest Bentley and Rolls-Royce distributors of Mark VI Bentley and Rolls-Royce cars fitted with special coachwork; Rolls-Royce specialists since 1905.—Rippon Bros., Ltd., Huddersfield 7070 (10 lines). [10249/R]

BOND MINICAR

RAYMOND WAY, the hire purchase specialists. [N1039/R]

RAYMOND WAY, Great Britain's largest Bond Minicar distributors, immediate delivery all models; cars and motor cycles welcomed in exchange.—Kilburn Bridge, N.W.6. Maids Vale 6044; open 9 to 8 six days a week. [10839/R]

BORGWARD

METCALFE & MUNDY, Ltd., sole concessionaires for Borgward Hansa diesel and sports cars; 9 different models; immediate delivery.—280, Old Brompton Rd., S.W.5. Pre. 5471/2186-7. [N3064]

BRISTOL

KEVILL, DAVIES & MARCH, Ltd., OFFICIAL Bristol retailers. [N1039/R]

41-43, Hay's Mews, Berkeley Sq., W.1. Gros. 2563. [N2054/R]

FRIARY MOTORS, Ltd., Old Windsor, Windsor 2002. Agents for Berks. Latest 403 model available for demonstration. [10564/R]

NEW Bristol, all models, largest selection; distributors—obviously Anthony Crook Motors, Caterham Hill, Surrey. Tel. 2232/3 and 14/16, High St., Esher, Surrey. [N1063/R]

BRISTOL in the Western Counties, new and used models, service and spares, advantageous delivery, new cars; sole distributors.—Charles Cruickshank Motors, The Centre, Bristol. Tel. 25280. [10351/R]

SCOTLAND and Northern England latest type 403 for immediate delivery contact the enthusiasts for full particulars.—James H. Galt, Ltd., The Distributor, 32, Woodlands Rd., Glasgow, C.3. Tel. Douglas 7586. [10732/R]

BUICK

BUICK Sole concessionaires, Lendrum & Hartman, Ltd., Buick House, Albemarle St., Piccadilly, London, W.1. Tel. Hyde Park 7121. [10396/R]

CADILLAC

CADILLAC—Sole concessionaires Lendrum & Hartman, Ltd., Buick House, Albemarle St., Piccadilly, London, W.1. Hyde Park 7121. [10326/R]

CHEVROLET

BRITISH & COLONIAL MOTORS, Ltd.—13-14, Upper St. Martin's Lane, Adj. Leicester Sq. Tube Stn., W.C.2. Temple Bar 3588.—Distributors for London and Home Counties. [N1027/R]

CITROEN

ACE SERVICE STATION (LONDON), Ltd., offer early delivery of all models. [N1000]

NORTH Circular Rd., Stonebridge Park, N.W.10. Tel. Elgar 5385 (5 lines). [N1000]

M.I. CAR SALES. [N1000]

OFFICIAL agents Citroen cars quick delivery; exchanges, hire purchase.—Swiss Cottage, Finchley Rd., N.W.3. Fri. 6623. [N1051]

C. G. NORMAN & Co., SOLE distributors for the County of London; early delivery.—50, Vauxhall Bridge Rd., S.W.1. Tel. 2211. [10237/R]

COOMBS & SONS (GUILDFORD), Ltd., offer:—NEW Citroen Light 15 to make full specifications, immediate delivery, list price 2895/14/2. [N1057]

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62307-8-9. [N1057]

CITROEN Distributors, Friary Motors, Ltd., Straight Rd., Old Windsor. Windsor 2003-3. [10892/R]

JOHN S. TRUSCOTT, Ltd., official retailers delivery from stock, it pays to purchase from specialists.—175, Westbourne Grove, W.11. Hay. 4274. [N4035]

DAIMLER

DAIMLER Conquest saloons for immediate delivery.—Chain of Ealing, Per. 4404/5. [N1043]

DORKING MOTOR Co., Ltd., distributors.—Immediate delivery of Daimler Conquest.—Dorking 2256. [N1088]

DAIMLER Conquest saloon, grey; £1,511/5/10.—G. W. Wilkin, Ltd., 1, Weston Park, Kingston-on-Thames, Kin. 2241. [N4022]

FORD

HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [N3042]

CONSULT W. Harold Perry, Ltd., of North Finchley, before purchasing your new Ford Popular, Anglia, Prefect, Consul, Zephyr-Zodiac saloon. [N3042]

W. HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [N3042]

GATHEHOUSE MOTORS, FORD dealer stockists, sales and service; for early delivery of all models, terms and exchanges.—Gatehouse Motors, Ltd., Highgate Village, London, N.8. Mou. 4444. [N2021]

ROWLAND SMITH'S for Ford. [N2021]

IMMEDIATE delivery new Zephyr saloon. [N2021]

ALL models supplied, your car, 3-wheeler or motor cycle taken in part exchange.—H.P. terms; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.5. Hampstead 6041. [C4018]

EARLY delivery Consul saloon. [C4018]

H. M. BENTLEY & PARTNERS, Ltd., 9, Albemarle St., London, W.1. Tel. Grosvenor 5551. [N1018]

FORD

DAGENHAM MOTORS, Ltd., Ford main dealers. [N1066]

56 Park Lane, W.1. Hyde Park 4565; 374, Ealing Rd., Alperton, Middx., Perivale 3335. And 6 & 12, Bangley Rd., Catford, S.E.6. Hither Green 4821. [N1066]

FORD Populars, black, fawn, grey and blue; £390/14/2. [N1066]

SMITH & LANDERS (ENGS.), Ltd., Hayfield Rd., Ormskirk. Tel. Ormskirk 3211. [N2456]

ZEPHYR convertible, grey with red leather, heater, power hood, new and unregistered; £391/7/6. [N2456]

SMITH & LANDERS (ENGS.), Ltd., Hayfield Rd., Ormskirk. Tel. Ormskirk 3211. [N2456]

EARLY delivery Ford Zephyr; reasonable delivery all other models. [N2456]

G. WIMBUSH, Ltd., 312, Earls Court Rd., S.W.5. Fremantle 8401. [N4056]

CLAND & TABOR, Ltd., Weywyn By-Pass, Herts. A Welwyn 481-2-3, offer immediate delivery of Ford Zephyr saloon, green, heater. [N1001]

MATFAIR and West End agent; all new Ford models; drive and try for yourself a 1954 Zephyr before taking delivery from:— [N1001]

R. P.O., Ltd., 18, Albemarle St., Mayfair, London, W.1. Hyde Park 2952-3-4. [N3052]

STEELE GRIFITHS, official Ford agents; immediate delivery; annual replacement; low mileage exchanges welcomed.—London, S.E.5. Rodney 2201. [16681]

JOHN S. TRUSCOTT, Ltd., authorized Ford dealers, J. Popular, Consul and Zephyr; immediate delivery.—175, Westbourne Grove, W.11. Hay. 4274. [N4035]

NEW Ford Popular saloon, immediate delivery; list price.—Trinity Cars, Ltd., Ford Retail Dealers, 34, North Side, Wandsworth Common, S.W.18. Vandyke 1166. [N4034]

ARTHUR E. GOULD, Ltd., main Ford dealers, Sales: S. W.1. and S.14. and 5-14, Meard St., Soho, W.1. Langham 1594-5. Service: Minerva House, Chertsey St., W.C.1. Museum 6073. [10656/R]

RAYMOND WAY, the hire purchase specialists, for your new Ford; cars and motor cycles welcomed in exchange.—Kilburn Bridge, N.W.6. Maids Vale 6044; open 9 to 8 six days a week. [10779/R]

F. R. PEACOCK, Ltd., main Ford dealers.—Sales and service, coachbuilding, insurance.—219-221, Balham High Rd., S.W.17. Balham 4401 (5 lines); 104, Foord Rd., Folkestone. Folkestone 51222 (3 lines). [10099/R]

FRAZER NASH

REQUESTS for literature and information in respect of the latest Mark II Le Mans Replica, Targa Florio, Millie Miglia and First-Head Coupe models should be addressed to A.F.N., Ltd., Falcon Works, London Rd., Isleworth. Hounslow 0011. [10478/R]

HILLMAN

SMITH AUTO Co., Ltd., main dealers for Rootes Group, offer favourable delivery of the Hillman range.—145, London Rd., Croydon. Croydon 4600-4632. [10688/R]

HILLMAN Minx saloons, coupes, estate cars, early delivery; exchange and terms; cars prepared for clients returning to England.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431-2. [N3011]

ORDERS accepted now for new Hillman Minx; exchange and terms arranged; cars prepared in advance for clients returning to England; your enquiries receive prompt attention.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431-2. [N3011]

HUMBER

HENDON CENTRAL GARAGE, Ltd., offer:—IMMEDIATE delivery new Humber Super Snipe saloon, Watford Way, Hendon Central, N.W.4. Tel. Hendon 6084-5. [N2034]

AUTOMOBILE & AIRCRAFT SERVICES, Ltd., 100% Rootes Group Dealers. [N2034]

NEW Humber Hawk saloon; immediate delivery at list price; equitable h.p. facilities and part exchanges. [N2034]

MARLBOROUGH Works, Kenton. Tel. Wordsworth 7805 (5 lines). [N1008]

IMMEDIATE delivery new 7-seater Humber, choice Imperial or Pullman.—Hatfield 2715. [16641]

BARNET area.—Humber main dealers.—Hadley Green Garages, Ltd., 202-204, High St., Barnet 0332. [16412]

CARRIS MOTORS, Ltd.—Humber Hawk and Snipe. Immediate delivery.—Lewisham Bridge, S.E.13. Lee Green 8585. [10720/R]

SMITH AUTO Co., Ltd., Main Dealers for Rootes Group offer early delivery of Super Snipe and Hawk saloons.—145, London Rd., Croydon. Croydon 4600-4632. [10687/R]

ORDERS accepted now for new Humber Super Snipes and Hawks; exchange and terms arranged; cars prepared in advance for clients returning to England; your enquiries receive prompt attention.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431-2. [N3011]

HUMBER Hawk saloon, Mark V, latest models ex stock immediate delivery, at the new reduced price £385/14/2; also the new Sunbeam-Alpine 2-seater sports, in ivory, with red leather and wheels, £1,269; part exchanges and confidential gradual payments scheme available. [N3011]

MEKINNON MOTORS, Ltd., "Langham House," 3, St. Stafford Rd., Wallington, Surrey. Established 1906. Tel. Wallington 3404. [N3020]

JAGUAR

ROWLAND SMITH'S for Jaguar. [N3020]

IMMEDIATE delivery new Mark VII saloon and XK120 drop head. [N3020]

ALL models supplied; part exchanges any distance; A confidential H.P. terms; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.5. Hampstead 6041. [C4017]

NEW CARS FOR SALE

JAGUAR

HENLYS, Ltd.
ENGLAND'S largest Jaguar distributors.
DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2287.)
HENLY House, 385, Euston Rd., N.W.1. (Euston 4444.)
MANCHESTER: 1-5, Peter St. (Blackfriars 7843.) [0153/R]
COOMBS & SONS (GUILDFORD), Ltd., for Jaguar sales and service.
MAIN agents for South-West Surrey.—St. Catherine's Garage, Guildford 62907-8. [0244/R]
KJ MOTORS, Ltd., main agents for N.W. Kent.—Bromley, Kent. Rav. 3456. [0296]

NEW Jaguar Mk VII saloon, birch grey, terms, exchanges.—Holland and Hollinshead, Main Agents, Alsegar, Stoke-on-Trent. Tel. Alsegar 406/7. [0713]

STEELE GRIFFITHS, official London Jaguar agents, immediate delivery; demonstrations anywhere.—London, S.E.5. Rodney 2201. [0685]

YOU couldn't do better than secure immediate delivery of your new Jaguar Mark VII saloon, current market value for your present car subject to inspection.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. [N2006]

R. P. POWELL MOTORS, Ltd., East London Area Dealers, Mark VII and all XK models available for immediate demonstration and inspection, 521, Romford Road, Forest Gate, E.7. Maryland 4618. [0439/R]

THE famous XK120 two-seater convertible coupe, and Mark VII saloon are available for immediate demonstration with very early delivery; don't wait and be disappointed, phone or write us now, your car accepted in exchange, extended payments arranged.—Traynor Motors, Ltd., Official Jaguar Stockists, 133-135, High St. South, East Ham, E.6. Grangewood 2530 and 5554. [N4052]

JOWETT

JOWETT
ODEON MOTORS, Ltd., Barnet, Herts. Tel. Barnet 1144. [N3026/R]

NEW and unregistered Javelin Standard saloons, colours: turquoise blue, black, beige and green; several secondhand Javelins in stock; trade enquiries invited.

LANDDOWN GARAGE, Coventry & Jeffs, Ltd., Clifton Road, Bristol, 8. Tel. Bristol 38241. [0686]

RED CIRCLE, Ltd., area dealers for Jowett Javelin and Bradford Commercial, spares, sales and service.—Eastern Arm, Great Cambridge Rd., Tottenham N.17. Tottenham 1906/7553. [0504/R]

KAISER

KAISER sales, service, spares; sole concessionaires for Great Britain.—Sieels, Griffiths, Ltd., Garswell Green, London, S.E.5. Rodney 2201-6. [0309/R]

LEA-FRANCIS

WEST Yorkshire distributors of Lea-Francis cars.—Marshall's (Halifax), Ltd., King's Cross Rd., Halifax, Tel. 5044. [0470/R]

MERCEDES-BENZ

WELWYN SERVICE DEPOT, Ltd.
HERTS, Bucks, Beds, Cambs, Hunts and Northants Main Distributors; enquiries invited for early delivery.—Welwyn Garden City, Hatfield 2178. [0611/R]

MERCEDES-BENZ distributors for Surrey and Sussex; all models available; write for full details.—Woking Motors (Maybury Hill), Ltd., Woking 1928. [04057]

TAYLOR & CRAWLEY, official retailers for Mercedes-Benz; drive these exciting demonstrators; part exchanges and terms.—Grosvenor Crescent Mews, Hyde Park Corner, S.W.1. Slo. 5213. [N4036]

SWANMORE GARAGE, official distributors Hants, Dorset, Wilts, Somerset, Devon and Cornwall, early deliveries all models.—1178-1180, Christchurch Rd., Bournemouth East, Bournemouth. Tel. Southbourne 43344. [N4094]

A NEW motoring experience, contact the Scottish distributors for full particulars, latest models in stock.—Ingels Automobiles, Ltd., 68-78, Pitt St., Edinburgh, Tel. 26287. Main agents in the West of Scotland, Jas. H. Galt, Ltd., 53, Woodlands Rd., Glasgow, C.3. Tel. Douglas 7698. [0862/R]

JOHN S. TRUSCOTT, Ltd., official retailers of Mercedes-Benz, the oldest car manufacturers in the world, offer a range of models which incorporate the highest attainable standards of technical design, quality, finish and long life; let us prove this to you, full details on request, demonstrations of all models including type 170-SD (diesel), immediate or very early delivery, exchanges, deferred terms.—John S. Truscott, Ltd., 175, Westbourne Grove, W.11. May. 4274. [N4035]

M.G.

ROWLAND SMITH'S for M.G.
IMMEDIATE delivery new T.F. sports 2-seater.

ALL models supplied, your car, 3-wheeler or motor cycle taken in part exchange; confidential H.P. terms; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6241. [C4018]

JACK ROSE, Ltd.—See the new M.G. T.P. in our showrooms, all orders in strict rotation.—Stafford Rd., Wallington, Surrey, Wallington 6677-8; also High St., Banstead, Tel. Burgh Heath 36. [N3056]

S. O. SMITH (MOTORS), Ltd.—Order your new M.G. model T.P. sports tourer now; all orders delivered in strict rotation; your old car or motor cycle taken in part exchange.—New Cross 0460, 285, Rye Lane Peckham, S.E.15. [0529/R]

MORGAN

BASIL ROY, Ltd., Morgan distributors; full range on view.—161, Gt. Portland St., W.1. Langham 7733. [0510/R]

MORGAN Plus-4 distributors.—1954 2-seater on show; send s.a.e. for full specification.—Motourists (London), Ltd., Gt. North Rd., E. Finchley Station, N.2. Tudor 2301-2. [N3018]

LATEST Plus 4 drop head coupe in red, immediate delivery of this famous rally winner; cash, exchange, or hire purchase.—County Garage, Ltd., Lancaster Rd., Morecambe, Lancs. Tel. Morecambe 207. [4322]

RAYMOND WAY, the hire purchase specialists, for your new Morgan Plus 4, most models in stock; cars and motor cycles welcomed in exchange.—Kilburn Bridge, N.W.6. Maida Vale 6044; open 9 to 5 six days a week. [0780/R]

MORRIS

EPSOM
WOODCOTE MOTOR Co., Ltd.
MORRIS distributors.

FOR immediate delivery Oxford, Morris Six and travellers cars.
WOODCOTE MOTOR Co., Epsom 1234. [0007/R]

ROWLAND SMITH'S for Morris.

IMMEDIATE delivery new Morris Oxford saloon.

ALL models supplied, your car, 3-wheeler or motor cycle taken in part exchange; confidential H.P. terms; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6241. [C4018]

MORRIS Oxford black/red Standard saloon, immediate delivery; £708.

TERMS, exchanges.—Cyril Sheppard of Reading, Sonning 2345. [6472]

SURREY MOTORS, Ltd., official Morris retail dealers, fully equipped for service and spares.—High St., Sutton. Visitant 4444. [1661]

IMMEDIATE delivery new Morris Oxford saloon, birch grey.—Croydon Automobile Co., Ltd. Thornton Heath 3276. [5202]

MORRIS Oxford saloon, clarendon grey; £753/7/6.—G. W. Wilkin, Ltd., 1, Weston Park, Kingston-on-Thames, Kin. 2241. [N4022]

MEES & MEES, Ltd. (est. 1893), offer early delivery all models.—The Broadway, Mill Hill, N.W.7. Tel. Mill. 7040. [N3012]

TRAYNOR MOTORS, Ltd., East Ham, E.6. Grangewood 2530, Official Morris Stockists; immediate delivery of some models, exchanges and terms. [N4032]

STEELE GRIFFITHS, official London Morris agents; prompt deliveries; annual replacement; low mileage exchanges welcomed.—London, S.E.5. Rodney 2201. [0682]

LANKESTER ENGINEERING Co., Ltd.—Immediate delivery Morris Six and Cowley van; also Morris Oxford saloons, choice of colour.—39/43, Eden St., Kingston-on-Thames, Tel. Kin. 3151-4. [0264/R]

YOU couldn't do better than secure your new Morris Oxford saloon for immediate delivery, Minor 2-door and 4-door saloons for early delivery, current market value for your present car subject to inspection.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. [N2006]

SMITH & HUNTER OF KENSINGTON, Contracting Morris Agents—Morris Oxford immediate and Minors rotational, exchange; deferred terms.—376, Kensington High St., W.14. Western 2512. [N4019]

NASH

NASH cars, spares and repairs through Nash Concessionaires, Ltd., only.—Nash St., Albany St., N.W.1. Euston 5558-9. [0562/R]

OLDSMOBILE

DISTRIBUTORS (RAWLENCE), Ltd.—Sales, Service and Spares.—Blindley Heath Garage, nr. Lingfield, Surrey. Tel. Lingfield 330-1. [0882/R]

OLDSMOBILE main dealers for London, Middlesex, Essex and adjoining Counties.—Lex Garages, Ltd., 2, Lexington St., W.1 (Gerrard 9609), Service Workshops and Spare Parts: 7, Pembroke Villas (nr. Westbourne Grove), W.11. (Bayswater 6626-7.) [0257/R]

OPEL

LANCASHIRE and Cheshire distributors for Opel sales, service and spares.

GROSVENOR GARAGE, Burnage Lane, Manchester, 19. Rus. 2874-5. [0199/R]

PACKARD

SOLE Concessionaires, Leonard Williams & Co. (1940), Ltd., Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 3400. [0730/R]

PARAMOUNT

PARAMOUNTS—the new 10hp 4-seater sports roadster, a few now available from stock; write for illustrated brochure and arrange for a demonstration; list price £625, plus P.T. £261/10, full details from sole distributors.—Camden Motors, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). [N1035]

PEUGEOT

LANCASHIRE—Distributors for Peugeot cars, early delivery. Sales and Service.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874-5. [0515/R]

LONDON—Peugeot sales and service.—Witcher & Son, 59, Cadogan Lane, S.W.1. Sloane 4128. [6456]

TOM KNOWLES, Sole Peugeot concessionaires (Gt. Britain), 19, Brick St., Piccadilly, W.1. Grosvenor 3675-6. [0899/R]

PONTIAC

PONTIAC—U.S. Concessionaires, Ltd., Pontiac Works, 5, Jubilee Place, Chelsea, S.W.3. Flaxman 732-4. Also at Pontiac Works, Fernbank Rd., Ascot, Berks. [0950/R]

RELIANT

RAYMOND WAY for your Reliant Regal 3-wheeler, immediate delivery; cars and motor cycles welcomed in exchange.—Kilburn Bridge, N.W.6. Maida Vale 6044. [0776/R]

WE offer reasonable delivery on the new 4-seater Regal coupe, price £299/10 plus £62/19/6 purchase tax 50mph, the lowest priced car on the market; terms.—Main Agents, Church Rd., Eng. Co., Ltd., Hadleigh, Essex. [0531/R]

RENAULT

LONDON—Renault sales and service.—Witcher & Son, 59, Cadogan Lane, S.W.1. Sloane 4126. [6457]

RAYMOND WAY for your Renault 750 saloon, immediate delivery; cars and motor cycles welcomed in exchange.—Kilburn Bridge, N.W.6. Maida Vale 6044. [0777/R]

AUTO SALES (LONDON), Ltd., are North London distributors for the popular 750cc Renault and can give early delivery of new models, we give the best in sales and service.—59-65, Belisair Rd., N.W.6. Tel. Mai. 5555. [0110/R]

RILEY

NEW 1½-litre Riley, black and maroon immediate delivery.

H. M. BENTLEY & PARTNERS, Ltd., 9, Albemarle St., London, W.1. Tel. Grosvenor 5551. [N1018]

1½-litre delivery ex stock one only.—Montrose Motors, Wembley 2636. [0765/R]

SMITH MOTORS, of Dulwich for Rileys; terms, exchanges.—285, Rye Lane, S.E.15. New X 0462. [0530/R]

F. L. CRANMORE, Ltd., Potters Bar.—1½, Riley saloon black and grey, immediate.—Tel. 2040 Potters Bar. [N1062]

CLARKE & SIMPSON, Ltd., Riley Sales and Service, offer immediate delivery of the new 1½-litre Riley.—49, Sloane Sq., S.W.1. Tel. Sloane 4727. [N1046]

JOHN S. TRUSCOTT, Ltd., official retailers, immediate delivery latest 1½-litre, orders accepted for earliest delivery 2½-litre Fathfinder.—175, Westbourne Grove, W.11. Bay. 4274. [N4035]

ROLLS-ROYCE

CAR MART, Ltd.

NEW Rolls-Royce Silver Wraith touring limousine by H. J. Mulliner available for inspection and trial.

CAR MART, Ltd., Gloucester House, 150, Park Lane, W.1 (corner of Piccadilly), Grosvenor 3434. [N1039/R]

GROSE, Ltd., Northampton.

OFFICIAL Rolls-Royce retailers.

SHOWROOMS and service.

MAREFAIR, Northampton. Tel. 4540. [0520/R]

DAVID ROSENFELD, Ltd.

OFFICIAL Rolls-Royce and Bentley retailers.

SHOWROOMS: 1-5, Peter St., Manchester, 2.

PHONE: Blackfriars 4942.

SERVICE station: Cheetham Hill Rd.,

MANCHESTER, 8. Tel. Blackfriars 2302. [0561/R]

H. A. FOX & Co., Ltd., officially appointed Rolls-Royce retailers and service agents.—Showrooms and Head Office, 3-5, Burlington Gardens, Old Bond St., London, W.1. Tel. Regent 7697. [0650]

RIPPON BROS., Ltd., the largest Rolls-Royce and Bentley distributors of Silver Wraith and Mark VI Bentley cars with special coachwork; Rolls-Royce specification 1905.—Rippion Bros., Ltd., Huddersfield 7070 (10 lines). [0249/R]

ROVER

HENLYS, England's leading Motor Agents.

ROVER distributors.

DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2287.)

HENLY House, 385, Euston Rd., N.W.1. (Euston 4444.) [0154/R]

ROVER

ODEON MOTORS, Ltd., Barot, Herts. Tel. Barnet 1144. [N3026/R]

NEW Rover 60 and 75 for immediate delivery.

ROVER distributors.

ELLIOTT'S of Bideford. Tel. 744. [6144]

COOMBS & SONS (GUILDFORD), Ltd., offer:—

NEW Rover 60 saloon to maker's full specifications; list price £1,162/15.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [N1057]

COOMBS & SONS (GUILDFORD), Ltd., for Rover sales and service.

MAIN agents for South-West Surrey, St. Catherine's Garage, Guildford 62907-8. [0245/R]

ROVER—Early delivery of all models.—Dunham & Haines, 46, Castle St., Luton 2190-1. [N1079]

H. M. BENTLEY & PARTNERS, Ltd., 9, Albemarle St., London, W.1. Tel. Grosvenor 5551. [N1018]

CROYDON Main Agents Lenthwood's Garages, Ltd., 20, St. James's Rd., Croydon, Tho. 1222. [0063/R]

STEELE GRIFFITHS, official London Rover agents; prompt deliveries; demonstrations anywhere.—London, S.E.5. Rodney 2201. [0685]

NEW CARS FOR SALE

ROVER

NORTHAMPTONSHIRE and North Bucks.—Grose, Ltd., Rover distributors and parts service.—Marefair, Northampton. Tel. 4960. [0001/R]

R. P. POWELL MOTORS, Ltd., East London area dealers.—Enquiries invited.—321, Romford Rd., Forest Gate, E.7. Maryland 4818. [0451/R]

ROSENFELD for Rover distributors for Lancashire and Cheshire.—D. Rosenfeld, Ltd., 1-5, Peter St., Manchester, 2. Tel. Blackfriars 4942. [0868/R]

LAND-ROVER

R. P. POWELL MOTORS, Ltd., East London area dealers.—Enquiries invited.—321, Romford Rd., Forest Gate E.7. Maryland 4818. [0452/R]

SIMCA

LONDON, W.1.

SEE and try the new Simca Aronde; orders accepted for immediate delivery.—H. C. Paul, Ltd., 32, Bruton Place, W.1. Mayfair 0831-2. [N9040]

DISTRIBUTORS

CENTRAL and West Surrey

CLARKE'S at Pirbright, Pirbright, Surrey, Brookwood 2201-2. Demonstration car always available. [N1049]

FIAT (ENGLAND) Ltd.

WATER Rd., Wembley. Tel. Perivale 5651.

SOLE Concessionaires

IN Great Britain and Northern Ireland for Simca spares and service Distributors and Dealers throughout the country. [0665/R]

DAVIES MOTORS, Ltd.—Distributors for parts of Middlesex and Surrey; immediate delivery; full service and spare facilities. [N1080]

273, London Rd., Staines. Tel. 4211 (5 lines). [N1080]

H. M. BEVILEY & PARTNERS, Ltd., official retailers for Simca demonstration car available, early delivery.—5, Albemarle St., W.1. Grosvenor 5551. [C1018]

MAYFAIR GARAGES, Ltd. (Flat sales and service).—Immediate delivery of the new Simca.—Demonstration from Balderston St. (opp. Selldridge). W.1. Mayfair 3104/5. [0155]

YOUR happiness will be assured when you have the pleasure of driving and possessing the 1954 Simca Aronde, safe, swift, comfortable, your present car accepted at current market value and credit facilities confidentially arranged; brochures and a trial run from

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone [N2008]

SINGER

THE Singer agents offer immediate delivery of all 1954 models; demonstrations, exchanges; deferred payments.

AUTOMOBILES, Ltd., Lowther Garage, London, S.W.13. Riverside 5496. [0757/R]

STANDARD

SHAW MOTORS, Ltd., offer:—

IMMEDIATE delivery Standard Vanguard Phase II saloon; Standard 8 saloon; part exchange, deferred terms; open day and night.—Shaw Motors, Ltd., 666-678, Garratt Lane, London, S.W.17. Wim. 9031-2-3. [N4008]

ROWLAND SMITH'S for Standard.

IMMEDIATE delivery new Standard 8 saloon and Phase II Vanguard with heater and overdrive.

ALL models supplied, your car, 3-wheeler or motor cycle taken in part exchange; confidential H.P. terms; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [C4018]

BERKELEY SQUARE HOUSE GARAGE, Ltd.

OFFER early delivery with service on the spot, day and night garage.

BERKELEY Square, London, W.1. Gro. 4343. [0840/R]

D. J. SHEPHERD & Co. (ENFIELD), Ltd., offer:—

STANDARD Vanguard for immediate delivery.—D. J. Shepherd & Co. (Enfield), Ltd., 436, Hertford Rd., Enfield, Howard 1631. [N4009]

NEW Standard 8 sal., grey, blue upholstery, immediate delivery. [N4029]

TICKFORD, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3338. [N4029]

NEW Standard 8, immediate delivery, choice of colour, part exchange and terms. [N4054/1]

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey, Mountview 5228 and 5774. [N4054]

NEW Standard Vanguard; immediate delivery; choice of colour; part exchange and terms. [N4054/1]

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey, Mountview 5228 and 5774. [N4054/1]

NEW Standard 8, unregistered, low price.—91, Garratt Lane, Wandsworth, S.W.13. Battersea 5770. [N4062]

VANGUARD—Immediate delivery at new reduced prices, choice of colour.—S. F. Erskine & Sons, Ltd., Woking 350. [N2051]

L. F. DOVE, Ltd., offer early delivery of all new Standard 8 sal., 68, Broadway, Wimbledon, S.W.19. Liberty 3456. [N1077]

STANDARD car specialists in sales and service, deferred terms.—Starnes Motors, 103, Cricklewood Broadway, London, N.W.2. Gladstone 2480. [0451/R]

JOHN S. TRUSCOTT, Ltd., official retailers, early delivery of Vanguard and ship models.—173, Westbourne Grove, W.11. Bay 4274. [N4035]

IMMEDIATE delivery—Vanguard Ph. II saloon.—Motourists (London), Ltd., Gt. North Rd., Finchley Station, N.2. Tudor 2301-2. [N3018]

PUTNEY AUTOS, Ltd.—Immediate delivery, Standard 8 H.P. heater, terms, exchanges.—263, Putney Bridge Rd., Putney, S.W.15. Put. 1186/6867. [6663]

STANDARD

STANDARD 8 demonstrations and bookings.—Motourists (London), Ltd., Gt. North Rd., Finchley Station, N.2. Tudor 2301-2. [N5018]

METROPOLIS GARAGES, Ltd., the Standard agents, for sale, service and spare parts for all models.—1-31, Maclean Rd. (Crompton), W.14. She. 5395-6-7. [0600]

YOU couldn't do better than secure your new Standard Vanguard or Standard Eight saloon for immediate delivery; current market value for your present car subject to inspection.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. [N2008]

MEERS & MEERS, Ltd. (est. 1893) offer delivery of Standard Vanguard Phase II, black, also ship model, blue from Stock—The Broadway, Mill Hill, N.W.7. Tel. Mill 2040. [N5012]

CLAND & TABOR, Ltd., Welwyn By-Pass, Herts, Welwyn 481-2-3, offer immediate delivery of Standard 8 saloon, black, also in grey; also Standard Vanguard Phase II saloon, grey. [N1001]

TRAYNOR MOTORS, Ltd., East Ham, E.6. Grange-wood 2530, official Standard Stockists; immediate delivery of some models, don't wait and see disappointed, exchanges and terms. [N4032]

CARRS AUTO SALES, Ltd., Standard House, South End, Croydon, Cro. 6088. Standard and Triumph Distributors for Croydon, Purley, Caterham, Epsom, Mitcham, Beckenham, Bromley, Sidcup, Bexleyheath and Farnham. [0052/R]

STANDARD and Triumph (distributors in Surrey since 1911); immediate delivery Estate and Phase II Vanguard saloons, choice of colour, demo. available. [N4032]

LANKESTER ENGINEERING Co., Ltd., 39-43, Eden St., Kingston, Tel. Kin. 3151-4. [0402/R]

CARRS AUTO SALES, Ltd., Standard House, South End, Croydon, Cro. 6088. Standard and Triumph Distributors for Croydon, Purley, Caterham, Epsom, Mitcham, Beckenham, Bromley, Sidcup, Bexleyheath and Farnham. [0052/R]

STUDEBAKER

STUDEBAKER DISTRIBUTORS, Ltd., 385, Euston Road, N.W.1. Euston 4444.—Spares for all models. Hawley Cres., Camden Town, Gul. 4141. [0091/R]

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AUTOMOBILE & AIRCRAFT SERVICES, Ltd.

100% Roote's Group Dealers.

NEW Sunbeam Alpine, Coronation red, immediate delivery; price £1,365; equitable h.p. facilities and part exchanges.

MAHLBOROUGH Works, Kenton. Tel. Wordsworth 7803. [N1008]

HENDON CENTRAL GARAGE, Ltd., offer:—

IMMEDIATE delivery new Sunbeam-Talbot Alpine, finished in Alpine mist.—Watford Way, Hendon Central, N.W.4. Hendon 8684-5. [C5034]

SUNBEAM-TALBOT—Smith Auto Co., Ltd., main dealers for Roote's Group, offer early delivery of saloon and coupe models and orders accepted for the Sunbeam Alpine.—145, London Rd., Croydon, Croydon 4600, 4632. [0869/R]

SUNBEAM-TALBOT saloons and coupes, immediate delivery; also Alpine sports; exchange and terms; cars prepared for clients returning to England.—R. B. Mead (Sales), Ltd., 42, Queen St., Maidenhead, Tel. Maidenhead 3431-2. [N3011]

ORDERS accepted now for new Sunbeam-Talbots, exchanges and terms arranged, cars prepared in advance for clients returning to England; your enquiries receive prompt attention.—R. B. Mead (Sales), Ltd., 42, Queen St., Maidenhead, Tel. Maidenhead 3431-2. [N3011]

TRIUMPH

ROWLAND SMITH'S for Triumph.

ALL models supplied, your car, 3-wheeler or motor cycle taken in part exchange; confidential H.P. terms; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [C4018]

BERKELEY SQUARE HOUSE GARAGE, Ltd.

OFFER early delivery with service on the spot; day and night garage.

BERKELEY Sq., London, W.1. Gro. 4343. [0856/R]

CLAND & TABOR, Ltd., Welwyn By-Pass, Herts, Welwyn 481-2-3, offer immediate delivery of Triumph Renown, black. [N1001]

IMMEDIATE delivery Triumph Renown saloon.—Motourists (London), Ltd., Gt. North Rd., Finchley Station, N.2. Tudor 2301-2. [N5018]

LANKESTER ENGINEERING Co., Ltd., Standard and Triumph distributors; immediate delivery.—Renown saloons, choice of colour.—39-43, Eden St., Kingston, Tel. Kin. 3151-4. [0895/R]

VAUXHALL

VAUXHALL cars.—Shaw & Kilburn, Ltd., Showrooms:—4, Berkeley Sq., W.1. Grosvenor 4328. [N4029]

PARTS and service: Western Ave., W.3. Acton 4641. [0019/R]

KJ MOTORS, Ltd., main dealers for Bromley, KJ Orpington and district.—Bromley, Kent, Rav. 3456. [0221/R]

SOUTH West Herts.—Consult oldest dealers for early delivery and deliveries.—A. Christmas & Co., Ltd., Watford, Tel. 7750. [5686]

VAUXHALL—L. F. Dove, Ltd., area dealers for Woking and district; early deliveries.—Guildford Rd., Woking, Tel. Woking 1282. [N1078]

STEELE GRIFITHS, official London Vauxhall agents; prompt deliveries; demonstrations anywhere.—London, S.E.5. Roney 4201. [6864]

KENTISH & THOMSON, Ltd., authorised dealers for Vauxhall cars can now offer favourable delivery for Wyvern and Velox models.—564-6, Wickham Rd., Shirley, Croydon, Springpark 3477-8. [N2047]

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WILLIAM ARNOLD, Ltd.

VOLKSWAGEN distributors for S. Lancs, Cheshire and N. Wales.

SALES, spares, service.

DEMONSTRATION car available.

UPPER Brook St., Manchester, 13. Tel. Ardwick [0519/R]

COLBORNE GARAGE, Ltd., Ripley, Surrey.

BUY your new Volkswagen from the original specialists and main distributors; full service facilities.—Tel. Ripley 2361. [0017/R]

DAVIES MOTORS, Ltd.—Distributors for parts of Middlesex and Surrey; immediate delivery; full service and spare facilities. [N1080]

273, London Rd., Staines. Tel. 4211 (5 lines). [N1080]

IMMEDIATE delivery, de luxe Volkswagen, choice of colour, terms, exchanges.—Gibbons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants, Tel. 1681. [5791]

SOLE concessionaires Great Britain and Northern Ireland; cars available for immediate delivery.—V. W. Motors, Ltd., Byron House, 7-9, St. James's St., London, S.W.1. Wm. 9501. [0648]

ROSE MOTORS, Ltd., Volkswagen Agents.—Immediate delivery; demonstration car available; terms and exchanges.—Regent St., Hinxley, Leics. Tel. Hinxley 558. [6730]

DE Luxe V.W., in ocean green, £689/12/6; immediate delivery; cash, exchange or hire purchase.—County Garage, Ltd., Lancaster Rd., Morecambe, Lancs, Tel. 207. [4323]

YORKSHIRE county distributors can offer early deliveries all models; full spares and service facilities available.—Waketon Garage Ltd., 398, Harrogate Rd., Leeds, Y. Tel. 685131 (2 lines). [0723/R]

WOLSELEY

EW EUSTACE WATKINS, Ltd., sole London distributors; early delivery 6/80 and 4/44 models; part exchange and hire purchase.—12, Berkeley St., W.1. (Mayfair 5951). [N4006]

WIMBUSH for Wolseleys.

OFFER early delivery of 6/80; orders accepted for the 4/44 for early delivery.

R. WIMBUSH, Ltd., 512, Earls Court Rd., S.W.5. Fremantle 8401. [N4056]

ROWLAND SMITH'S for Wolseley.

IMMEDIATE delivery new 6/80 saloon.

ALL models supplied, your car, 3-wheeler or motor cycle taken in part exchange; confidential H.P. terms; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [C4018]

THE WOODCOTE MOTOR Co., Ltd., Epsom.

WOLSELEY distributors for East Surrey; earliest deliveries 6/80 and 4/44.—Epsom 1234. [0008/R]

D. J. SHEPHERD & Co. (ENFIELD), Ltd., offer:—

WOLSELEY 6/80 for immediate delivery.—D. J. Shepherd & Co. (Enfield), Ltd., 436, Hertford Rd., Enfield, Howard 1631. [N4009]

WOLSELEY 4/40 and 6/80 saloons; immediate delivery.—Park Garage (Molesey), Ltd., Molesey 6192. [N3057]

JACK ROSE, Ltd., for Wolseley cars, offer immediate delivery of Wolseley 6/80 and 4/44.—Stafford Rd., Wallington, Surrey, Wallington 6677-8. [N3056]

MEERS & MEERS (est. 1893), offer delivery Six- and Four-Forty-Four, in black, from stock.—The Broadway, Mill Hill, N.W.7. Tel. Mill 2040. [N5012]

YOU couldn't do better than secure your new Wolseley 6/80 saloon for immediate delivery H.P. terms for early delivery; current market value for your present car subject to inspection.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. [N2008]

TRAYNOR MOTORS, Ltd., East Ham, E.6. Grange-wood 2530, official Wolseley Stockists; order now and enjoy the four seasons with a new car, exchanges and terms. [N4032]

C. W. J. COLES (CROYDON), Ltd., official Wolseley agents offer early delivery of 6/80 and 4/44 models, part exchange and hire purchase.—18, Blunt Rd., Croydon, Croydon 0074-5. [6016]

MISCELLANEOUS CARS

ALL particulars of the new Humber, Hillman and Sunbeam-Talbot cars are available from the distributors, Roote, Ltd., Devonshire House, Piccadilly, W.1. Grosvenor 3401. [0012/R]

What wait for a new car or van? We have one of the largest selections in the West Riding and all for immediate delivery; exchanges and hire-purchase facilities; write or phone your requirements.

TURP MOTORS OF FRIZINGHALL, Ltd., Tel. Bradford 41337 (4 lines). [0899/R]

MARSTON MOTOR Co., Ltd., for new Jaguar, Standard, Austin, Armstrongs, Triumph and Rover; full sales and service facilities; hire purchase and insurance arranged immediately; call, phone or write.—Marston Motor Co., Ltd., Sta. 8000. [0713/R]

TRAYNOR MOTORS, Ltd., 133-135, High St. South, East Ham, E.6. Grange-wood 2530 and 5854, are officially appointed stockists for most makers; personal and confidential attention; let us help you decide; exchanges and terms. [N4032]

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IMMEDIATE delivery new Ford (Thames) Script and 10cwt vans; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [N4018]

MISCELLANEOUS ADVERTISEMENTS

CARS FOR HIRE

ASYNCHRO
VAUXHALL self-drive 1950/51. Wyvern 1952/54. Velox heater, costs £5 (£16.80 U.S.) per week, winter £4 (£11.20 U.S.) per week, small mileage charge; alternative rates: radio, A.A., R.A.C., Continental touring, overseas visitors welcomed—Synchro Garage, Ltd., 1, Peterham Mews, S.W.7. Western 4108. Cables: Synchro, London. 10636/R

MANCHESTER—Drive yourself 1955-54 saloons; overseas visitors specially catered for.
SUREFLEET, delivery anywhere in England.
SUREFLEET, lowest rates in the trade.
SUREFLEET, 47, Upper Chorlton Rd., Manchester, 12. Tel. Moss Side 1957.
SUREFLEET CAR HIRE—A40 saloons, drive yourself—Rea, 56, Mackenzie St., Tel. Slough 20501. 10132/R

IVOR HILL, Ltd.—1953 A40 Somerlets for hire; reasonable terms—Revelstoke Rd., S.W.19. Wimp. 5696. 10660/R

IRELAND Self Drive—Ryans, 53, Upper O'Connell St., Dublin, 7, Crofton Ave., Dun Laoghaire. 10677/R

SMITH & HUNTER for self drive, inclusive winter rates—376, Kensington High St., W.14. Wes. 6417. 10454/R

AUSTIN A40s, 70s, 90s, saloons or convertibles, drive yourself, low winter rates—Truman's Garage, Queenway, W.2. Bay. 6415. 10686/R

AUSTIN and Morris self-drive or chauffeur-driven cars—Chapman's, 12, Codrington Mews, W.11. Par. 9664-5. 10466/R

LONDON'S lowest rates. The private car chauffeur-driven hire service—Lontax (Vic. 7771-2). Dolphin Square, S.W.1. 10042/R

IRISH touring, hire it and drive it, the Morris Oxford and Minor—Shelbourne Motor Co., Ltd., 20, Kiljare St., Dublin. 16290

HAROLD H. HILL GARAGE—Garage, accommodation service, high-class car hire—3-6, Emswiler Mews, S.W.7. Kensington 4020. 10551/R

SELF-DRIVE post-war Morris, Austin A40, Morris Minor—Rons (Car Hire), Ltd., 3, Choumert Rd., Peckham S.E.15. New Cross 2103. 9064

WIMBLEDON CAR HIRE, self-drive specialists—1951-53 Austin A40s, A40s and A70s from £1 a day—Mannell Rd., S.W.19. Wimp. 5854. 10811/R

1953 self-drive cars available for hire from Self Motors, Ltd., 108, Knightsbridge, S.W.1. Tel. Ken. 6428 and Bay. 8229 (Garage). 12056

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GEE CARs, Ltd., 60-62, Queenstown Rd., S.W.8. Mac. 3563. 10091/R

MOORE PARK GARAGE—Self-drive and chauffeur-driven cars, current models—110, Wood Vale, Forest Hill, S.E.23. (For. 4432). 10679/R

HOURS from 20/-, also new Zephyrs, Consul, 24 Oxford, Somerset etc., request tariff—Alliance, 29, Burne St., Edgware Rd., N.W.1. Pad. 2646/6501. 10518/R

EDWARDS & DAVIES (CAR HIRE), Ltd.—Post-war 8 and 10hp Fords; unlimited mileage; cars delivered—Bri. 5532 and 8637, 290, Milkwood Rd., Herne Hill, S.E.24. 10683/R

CAR HIRE (MAYFAIR), Ltd., for Rolls-Royce and Austin dependability, chauffeur driven, 1951-52 A40s and A70s to drive yourself; competitive rates—12, Bourdon St., Berkeley Sq., W.1. Mayfair 8689. 10084/R

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OVERSEAS visitors: a fleet of 1952-3 Austin Drive-hire saloons for hire to drive yourself; send for illustrated brochure to Drive-hire Cars, Ltd., Head Office, Kingsway, Newport, Mon. Available at 18 Drive-hire stations throughout Britain. Also available for home market. 10211/R

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DRIVE YOURSELF HIRE CO. (LONDON), Ltd., reduced winter rates for 1954 models; book for your summer holidays now; tariff on request—306, Seven Sisters Rd., Finsbury Park, N.4 (Sta. 5493); 20, Grosvenor Place, Victoria, S.W.1 (Slo. 9844); 33, Kings Rd., Chelsea, S.W.3. 10507/R

WILSONS CAR HIRE SERVICE—New cars in perfect condition; self-drive from £1 per day 50 miles, or 65 a week, 210 miles, including petrol, oil, insurance, excess 3d per mile; overseas visitors can hire or buy with guaranteed repurchase price—34, Acre Lane, S.W.2 Brixton 4011; 1, Dorking Rd., Epsom 3901. 10602/R

DRIVE YOURSELF HIRE—1953-4 saloons; choice of cars from £1 per day with unlimited mileage for period hire. Overseas visitors, both old and new clients specially welcomed. We have been pioneers of self-drive hire for over 30 years—Write, phone or call, R. F. Edwards & Co., Ltd. (Established 1918), 28-30, Upper High St., Epsom, Surrey. Tel. Epsom 9400. 102001

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HIRE a car as private as your own from Victor British Car Hire Specialists; pay less and always get a new car; self-drive Morris Garage, Ford Consul or Vauxhall Velox 6-cylinder from £1 a day or £5 a week and an easy 5d a mile; all petrol and oil free—Write, telephone or call, Victor British, 12a, Berkeley St., London, W.1 (Tel. Grosvenor 4881); or 11, Gt. Cumberland Place, Marble Arch, W.1. (Tel. Ambassador 2814). 10772/R

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YOUR car taken as a deposit on a motor cycle or motor cycle in part change for a car. If the value of your vehicle is more than the deposit you require we will gladly refund your cash for the difference.
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ROWLAND SMITH will quote for your car in part exchange; highest allowance for motor cycles and 3-wheelers; particulars and list on request.
ROWLAND SMITH for hire purchase terms; private and commercial, immediate delivery, approved cases; references and guarantors not essential, cash refunded on exchanges; open 9-7 week-days and Saturdays—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. 10401/R

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50800, 51200, 51600, 52000, 52400, 52800, 53200, 53600, 54000, 54400, 54800, 55200, 55600, 56000, 56400, 56800, 57200, 57600, 58000, 58400, 58800, 59200, 59600, 60000, 60400, 60800, 61200, 61600, 62000, 62400, 62800, 63200, 63600, 64000, 64400, 64800, 65200, 65600, 66000, 66400, 66800, 67200, 67600, 68000, 68400, 68800, 69200, 69600, 70000, 70400, 70800, 71200, 71600, 72000, 72400, 72800, 73200, 73600, 74000, 74400, 74800, 75200, 75600, 76000, 76400, 76800, 77200, 77600, 78000, 78400, 78800, 79200, 79600, 80000, 80400, 80800, 81200, 81600, 82000, 82400, 82800, 83200, 83600, 84000, 84400, 84800, 85200, 85600, 86000, 86400, 86800, 87200, 87600, 88000, 88400, 88800, 89200, 89600, 90000, 90400, 90800, 91200, 91600, 92000, 92400, 92800, 93200, 93600, 94000, 94400, 94800, 95200, 95600, 96000, 96400, 96800, 97200, 97600, 98000, 98400, 98800, 99200, 99600, 100000, 100400, 100800, 101200, 101600, 102000, 102400, 102800, 103200, 103600, 104000, 104400, 104800, 105200, 105600, 106000, 106400, 106800, 107200, 107600, 108000, 108400, 108800, 109200, 109600, 110000, 110400, 110800, 111200, 111600, 112000, 112400, 112800, 113200, 113600, 114000, 114400, 114800, 115200, 115600, 116000, 116400, 116800, 117200, 117600, 118000, 118400, 118800, 119200, 119600, 120000, 120400, 120800, 121200, 121600, 122000, 122400, 122800, 123200, 123600, 124000, 124400, 124800, 125200, 125600, 126000, 126400, 126800, 127200, 127600, 128000, 128400, 128800, 129200, 129600, 130000, 130400, 130800, 131200, 131600, 132000, 132400, 132800, 133200, 133600, 134000, 134400, 134800, 135200, 135600, 136000, 136400, 136800, 137200, 137600, 138000, 138400, 138800, 139200, 139600, 140000, 140400, 140800, 141200, 141600, 142000, 142400, 142800, 143200, 143600, 144000, 144400, 144800, 145200, 145600, 146000, 146400, 146800, 147200, 147600, 148000, 148400, 148800, 149200, 149600, 150000, 150400, 150800, 151200, 151600, 152000, 152400, 152800, 153200, 153600, 154000, 154400, 154800, 155200, 155600, 156000, 156400, 156800, 157200, 157600, 158000, 158400, 158800, 159200, 159600, 160000, 160400, 160800, 161200, 161600, 162000, 162400, 162800, 163200, 163600, 164000, 164400, 164800, 165200, 165600, 166000, 166400, 166800, 167200, 167600, 168000, 168400, 168800, 169200, 169600, 170000, 170400, 170800, 171200, 171600, 172000, 172400, 172800, 173200, 173600, 174000, 174400, 174800, 175200, 175600, 176000, 176400, 176800, 177200, 177600, 178000, 178400, 178800, 179200, 179600, 180000, 180400, 180800, 181200, 181600, 182000, 182400, 182800, 183200, 183600, 184000, 184400, 184800, 185200, 185600, 186000, 186400, 186800, 187200, 187600, 188000, 188400, 188800, 189200, 189600, 190000, 190400, 190800, 191200, 191600, 192000, 192400, 192800, 193200, 193600, 194000, 194400, 194800, 195200, 195600, 196000, 196400, 196800, 197200, 197600, 198000, 198400, 198800, 199200, 199600, 200000, 200400, 200800, 201200, 201600, 202000, 202400, 202800, 203200, 203600, 204000, 204400, 204800, 205200, 205600, 206000, 206400, 206800, 207200, 207600, 208000, 208400, 208800, 209200, 209600, 210000, 210400, 210800, 211200, 211600, 212000, 212400, 212800, 213200, 213600, 214000, 214400, 214800, 215200, 215600, 216000, 216400, 216800, 217200, 217600, 218000, 218400, 218800, 219200, 219600, 220000, 220400, 220800, 221200, 221600, 222000, 222400, 222800, 223200, 223600, 224000, 224400, 224800, 225200, 225600, 226000, 226400, 226800, 227200, 227600, 228000, 228400, 228800, 229200, 229600, 230000, 230400, 230800, 231200, 231600, 232000, 232400, 232800, 233200, 233600, 234000, 234400, 234800, 235200, 235600, 236000, 236400, 236800, 237200, 237600, 238000, 238400, 238800, 239200, 239600, 240000, 240400, 240800, 241200, 241600, 242000, 242400, 242800, 243200, 243600, 244000, 244400, 244800, 245200, 245600, 246000, 246400, 246800, 247200, 247600, 248000, 248400, 248800, 249200, 249600, 250000, 250400, 250800, 251200, 251600, 252000, 252400, 252800, 253200, 253600, 254000, 254400, 254800, 255200, 255600, 256000, 256400, 256800, 257200, 257600, 258000, 258400, 258800, 259200, 259600, 260000, 260400, 260800, 261200, 261600, 262000, 262400, 262800, 263200, 263600, 264000, 264400, 264800, 265200, 265600, 266000, 266400, 266800, 267200, 267600, 268000, 268400, 268800, 269200, 269600, 270000, 270400, 270800, 271200, 271600, 272000, 272400, 272800, 273200, 273600, 274000, 274400, 274800, 275200, 275600, 276000, 276400, 276800, 277200, 277600, 278000, 278400, 278800, 279200, 279600, 280000, 280400, 280800, 281200, 281600, 282000, 282400, 282800, 283200, 283600, 284000, 284400, 284800, 285200, 285600, 286000, 286400, 286800, 287200, 287600, 288000, 288400, 288800, 289200, 289600, 290000, 290400, 290800, 291200, 291600, 292000, 292400, 292800, 293200, 293600, 294000, 294400, 294800, 295200, 295600, 296000, 296400, 296800, 297200, 297600, 298000, 298400, 298800, 299200, 299600, 300000, 300400, 300800, 301200, 301600, 302000, 302400, 302800, 303200, 303600, 304000, 304400, 304800, 305200, 305600, 306000, 306400, 306800, 307200, 307600, 308000, 308400, 308800, 309200, 309600, 310000, 310400, 310800, 311200, 311600, 312000, 312400, 312800, 313200, 313600, 314000, 314400, 314800, 315200, 315600, 316000, 316400, 316800, 317200, 317600, 318000, 318400, 318800, 319200, 319600, 320000, 320400, 320800, 321200, 321600, 322000, 322400, 322800, 323200, 323600, 324000, 324400, 324800, 325200, 325600, 326000, 326400, 326800, 327200, 327600, 328000, 328400, 328800, 329200, 329600, 330000, 330400, 330800, 331200, 331600, 332000, 332400, 332800, 333200, 333600, 334000, 334400, 334800, 335200, 335600, 336000, 336400, 336800, 337200, 337600, 338000, 338400, 338800, 339200, 339600, 340000, 340400, 340800, 341200, 341600, 342000, 342400, 342800, 343200, 343600, 344000, 344400, 344800, 345200, 345600, 346000, 346400, 346800, 347200, 347600, 348000, 348400, 348800, 349200, 349600, 350000, 350400, 350800, 351200, 351600, 352000, 352400, 352800, 353200, 353600, 354000, 354400, 354800, 355200, 355600, 356000, 356400, 356800, 357200, 357600, 358000, 358400, 358800, 359200, 359600, 360000, 360400, 360800, 361200, 361600, 362000, 362400, 362800, 363200, 363600, 364000, 364400, 364800, 365200, 365600, 366000, 366400, 366800, 367200, 367600, 368000, 368400, 368800, 369200, 369600, 370000, 370400, 370800, 371200, 371600, 372000, 372400, 372800, 373200, 373600, 374000, 374400, 374800, 375200, 375600, 376000, 376400, 376800, 377200, 377600, 378000, 378400, 378800, 379200, 379600, 380000, 380400, 380800, 381200, 381600, 382000, 382400, 382800, 383200, 383600, 384000, 384400, 384800, 385200, 385600, 386000, 386400, 386800, 387200, 387600, 388000, 388400, 388800, 389200, 389600, 390000, 390400, 390800, 391200, 391600, 392000, 392400, 392800, 393200, 393600, 394000, 394400, 394800, 395200, 395600, 396000, 396400, 396800, 397200, 397600, 398000, 398400, 398800, 399200, 399600, 400000, 400400, 400800, 401200, 401600, 402000, 402400, 402800, 403200, 403600, 404000, 404400, 404800, 405200, 405600, 406000, 406400, 406800, 407200, 407600, 408000, 408400, 408800, 409200, 409600, 410000, 410400, 410800, 411200, 411600, 412000, 412400, 412800, 413200, 413600, 414000, 414400, 414800, 415200, 415600, 416000, 416400, 416800, 417200, 417600, 418000, 418400, 418800, 419200, 419600, 420000, 420400, 420800, 421200, 421600, 422000, 422400, 422800, 423200, 423600, 424000, 424400, 424800, 425200, 425600, 426000, 426400, 426800, 427200, 427600, 428000, 428400, 428800, 429200, 429600, 430000, 430400, 430800, 431200, 431600, 432000, 432400, 432800, 433200, 433600, 434000, 434400, 434800, 435200, 435600, 436000, 436400, 436800, 437200, 437600, 438000, 438400, 438800, 439200, 439600, 440000, 440400, 440800, 441200, 441600, 442000, 442400, 442800, 443200, 443600, 444000, 444400, 444800, 445200, 445600, 446000, 446400, 446800, 447200, 447600, 448000, 448400, 448800, 449200, 449600, 450000, 450400, 450800, 451200, 451600, 452000, 452400, 452800, 453200, 453600, 454000, 454400, 454800, 455200, 455600, 456000, 456400, 456800, 457200, 457600, 458000, 458400, 458800, 459200, 459600, 460000, 460400, 460800, 461200, 461600, 462000, 462400, 462800, 463200, 463600, 464000, 464400, 464800, 465200, 465600, 466000, 466400, 466800, 467200, 467600, 468000, 468400, 468800, 469200, 469600, 470000, 470400, 470800, 471200, 471600, 472000, 472400, 472800, 473200, 473600, 474000, 474400, 474800, 475200, 475600, 476000, 476400, 476800, 477200, 477600, 478000, 478400, 478800, 479200, 479600, 480000, 480400, 480800, 481200, 481600, 482000, 482400, 482800, 483200, 483600, 484000, 484400, 484800, 485200, 485600, 486000, 486400, 486800, 487200, 487600, 488000, 488400, 488800, 489200, 489600, 490000, 490400, 490800, 491200, 491600, 492000, 492400, 492800, 493200, 493600, 494000, 494400, 494800, 495200, 495600, 496000, 496400, 496800, 497200, 497600, 498000, 498400, 498800, 499200, 499600, 500000, 500400, 500800, 501200, 501600, 502000, 502400, 502800, 503200, 503600, 504000, 504400, 504800, 505200, 505600, 506000, 506400, 506800, 507200, 507600, 508000, 508400, 508800, 509200, 509600, 510000, 510400, 510800, 511200, 511600, 512000, 512400, 512800, 513200, 513600, 514000, 514400, 514800, 515200, 515600, 516000, 516400, 516800, 517200, 517600, 518000, 518400, 518800, 519200, 519600, 520000, 520400, 520800, 521200, 521600, 522000, 522400, 522800, 523200

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WHEELS (used), all sizes for cars, trailers, caravans, vans, commercial, ex-W.D. and farm vehicles.—Cook, 589, Stapleton Rd., Eastville, Bristol. 10888/R

CLARE'S MOTOR WORKS—Large stock wheels, wire Easy Clean and Artillery rebuilt and second-hand exchange service.—260, Knight's Hill, West Norwood, S.E.27. Gipsy Hill 0132. 10628/R

WEST LONDON REPAIR CO., Ltd., Wim. 6316-7. —Wire wheels repaired, converted, resplined, re-enameled, East clean wheels repaired, retread—56a, High St., Wimbledon. 10638/R

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BERKSHIRE WINDSCREEN WIPERS, repairs, replacements and spares.—8-14, Hampton Rd., Twickenham Green, Middlesex. Tel. Popsgrave 6384. 10534/R

BRITISH STEEL FRAME CO., Ltd., 205, Cambridge Heath Rd., E.2, manufacture sports and special windcreens Ford, Austin 7, fixed and sliding windows for utilities.—Bishopsgate 9611-3. 10906/R

BUSINESS & PROPERTY, SITUATIONS, BOOKS

BUSINESS AND PROPERTY

(See also page 74)

A. H. LANSLEY, 52-53, Friar St., Reading (Tel. 4632).—Business transfer specialists and valuers since 1890. 14246

£10750—Freehold garage with pumps, mid-road garage and car business South of London, well equipped, good investment.—Box 3003. 15947

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BUSINESS & PROPERTY, SITUATIONS, BOOKS

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W ELL-ESTABLISHED car showrooms, Precision Works Service Station (no petrol), North West area, main agents and distributors for five well-known makes of cars.—Enquiries to B. Nagley & Co., Incorporated Accountants, 24, Sir Thomas St., Liverpool 5. (5612)

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(2) South London, preferably Brixton & Streatham area, premises suitable for servicing, 6/10,000 sq ft.—Please to Aldridge Estate Dept., William Rd., N.W.1. Bus. 2352. (M1004)

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The engagements expiring these advertisements must be made through the local office of the Ministry of Labour and National Service, etc. If the applicant is a man aged 18-64 or a woman aged 18-59 inclusive, unless he or she or the employer is exempted from the provisions of the Notification of Vacancies Order, 1952.

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F U L L Y experienced Ford mechanic; must have main dealer experience.—Reed & Co. (Torquay), Ltd., 358, Torquay Rd., Paignton, Devon. Tel. 82296. (5610)

SITUATIONS VACANT

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B E D F O R D commercial vehicle and Vauxhall salesmen required.—Write, giving fullest particulars, to Sales Director, G.M., Ltd., 278/300, Balm High Rd., London, S.W.17. (5609)

S A L E S M A N required by Vauxhall main dealers in residential district S.W. Surrey for private car sales; good prospects and to work in own territory.—Apply in confidence to Box 3397. (5773)

S O U T H Coast Vauxhall distributor has vacancy for car salesman; some experience essential, but selling ability and enthusiasm of first importance.—Full details of career to Box 3304. (5604)

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E L E C T R I C I A N wanted; situation vacant for skilled man in all makes of cars.—Apply Works Manager, Vandervell, 215, Haverstock Hill, N.W.3. Primrose 4441. (C4037)

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C A R and commercial vehicle salesman for old established firm p-ding a popular range, previous experience essential, good prospects.—Apply P. G. Barnes & Sons, Ltd., Oakford Motor Works, Godalming. (5271)

T R A V E L L E R (van-salesman) wanted; good prospects with staff pensions scheme for live man; state age, school experience, references.—A. C. Arkless, Ltd., Motor Factors, 24, Stockton Rd., Sunderland. (5703)

R E Q U I R E D, car salesman with really good general experience, for agents carrying several popular makes, also comprehensive stock of used vehicles, for North London area; replies confidential.—Box 3396. (M1056)

S A L E S M E N required for buying/selling used cars and commercial vehicles.—Only those with experience need apply in writing to W. Harold Perry, Ltd., Oak Hall, 817, London Rd., Westcliff-on-Sea, Essex. (5608)

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S T O R E K E E P E R; application invited for position of head storekeeper with Ford main dealers in Home Counties; preference for applicant with Ford experience; permanent position.—Write, giving full details and salary required, Box 3322. (5631)

S E R V I C E W O R K S foreman for leading West End main dealers, only applicants with comprehensive experience of Vauxhall/Bedford products should apply, giving full particulars, salary and bonus, pension scheme, canteen.—Box 3336. (5631)

C A R salesman required by long-established dealers S.W. London; applicants should possess thorough motor trade knowledge, real selling ability and pleasing personality.—Applications in writing to Managing Director, Naylor & Root, Ltd., 250, Lavender Hill, Clapham Junction, S.W.11. (5670)

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L E A D I N G distributors in East Anglia require car sales representative in Ipswich; applicants must be fully trained salesmen of excellent character and sound education with first-class references; permanent position providing every opportunity of advancement; energetic man with ability to produce results.—Apply in confidence to Director, Box 3306. (5606)

S A L E S manager required to develop sales of automotive radiator and allied equipment; position offers excellent scope and prospects to man with sound experience of automotive parts sales coupled with an energetic and forceful temperament, some export experience an advantage.—Apply by letter only to J. W. Lawrence, Ltd., Abbey Lane, Leicester. (5665)

S A L E S M A N.—Distributors of prominent make of British motor vehicles in West Africa require a salesman to promote their interests in Nigeria; basic salary plus commission; allied to the company's numerous and well equipped garages this offers a fine opening for the right man; applicants should be unmarried.—Write to Box 3192. (5609)

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G A R A G E manager, 40, A.M. Inst. B.E., life experience costing, estimating, repairs, sales, administration, buying, etc., seeks position, Midlands preferred.—Box 3214. (5623)

BOOKS, ETC.

W O R K S H O P Manuals: Ford, Morris, 17/6; Jowett, Renault, 21/-; M.G., 31/6; Austin, Chevrolet, American Ford Hillman, 35/-; catalogue 502 motoring publications, 6d; inquiries, stamp please.—Vivian Gray, Mail Order Bookellers, Hurstpoint, Sussex. (M2060)

H A N D B O O K S: Ford, Morris, Standard, Triumph, Vauxhall, 5/6; Austin, Cord, Fiat, Jowett, Renault, Volkswagen, 8/-; Hillman, Humber, Morgan, Rover, Singer, 9/-; Chevrolet, American Ford, Sunbeam, Talbot, Wolseley, 11/-; Riley, 12/6; Alvis, C.V. Riley, Dodge, M.G., 16/-; catalogue 502 motoring publ. alons, 6d; inquiries, stamp please.—Vivian Gray, Mail Order Bookellers, Hurstpoint, Sussex. (M2060)

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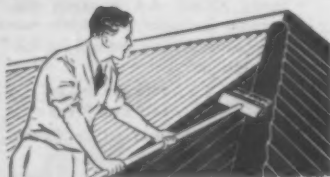
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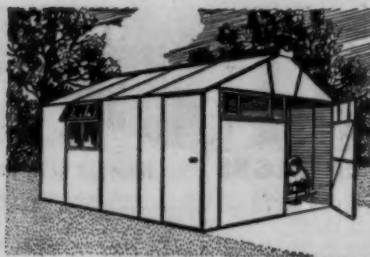
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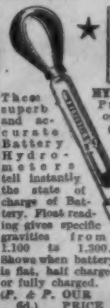
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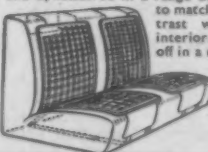
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